Meeting Summary, September 23, 2010
NextGen Advisory Committee (NAC)

The initial meeting of the NextGen Advisory Committee (NAC) convened at 8:30 a.m. on September 23, 2010 in the Bessie Coleman Room, Federal Aviation Administration (FAA) Headquarters, 800 Independence Ave. SW, Washington, DC 20591.

The meeting discussions are summarized below and attendees are identified in Attachment 1, the presentations for the Committee are contained in Attachment 2.

Welcome and Designated Federal Official Statement
Mr. Dave Barger, President and CEO of JetBlue Airways, the Chairman of the NextGen Advisory Committee (NAC), called the meeting to order and welcomed the NAC members and others in attendance at this public Federal advisory committee meeting. Each person was asked to introduce themselves. He then asked Designated Federal Official (DFO), FAA Deputy Administrator, Michael Huerta, to make his opening comments.

After stating the Federal Advisory Committee Act notice governing the open meeting, Mr. Huerta welcomed the Committee members and expressed his enthusiasm for the work of providing recommendations to the FAA on implementing NextGen in the near-term and mid-term.

Chairman Remarks
Excerpts from Mr. Barger formal remarks to the Committee follow:

“On behalf of the 13,000 crewmembers of JetBlue Airways, the airline at which I serve as CEO, and indeed all aviation stakeholders, I am truly honored to serve as your Chairman…

The mission of this NextGen Advisory Committee is to develop an agreed upon set of NextGen priorities to recommend to the FAA, along with a specific roadmap of recommendations to achieve these priorities, in the near and the mid-term…

Against this backdrop of our varied individual experiences, we begin our work on the very solid foundations of others who have come together before us – and some of you are here today… Simply stated: OUR GOAL is to take off our logos, work together and address through collaboration the specific tasks we will be given by the FAA. … I know that the words “collaboration” and “Aviation Community” don’t often get used together…. However, on the topic of implementing NextGen, like our shared quest to improve aviation safety, I believe the collaborative spirit is alive and well in this room…. RTCA, formed 75 years ago, represents the beacon of Collaboration in Aviation. … RTCA is respected here in the United States and around the globe and has served as a resource to the FAA and its predecessors in forging government policy…. Building on the work of RTCA and others, we are literally where the “rubber meets the road”. The science, while always evolving, is already here and more research is not our mission…. OUR MISSION is to collaborate, forge consensus, rely on the best subject matter experts from every corner of aviation including General Aviation and Airlines alike, and then jointly
recommend the most cost-effective deliverables based on vetted business cases and demonstrated need. 
Candidly, I am very excited about our work. 
We all stand to gain so, so very much—increased safety, increased efficiency, reduced environmental impact and the knowledge that we worked together to help deliver these benefits to global aviation.
I thank you again for giving me this opportunity and I look forward to working with each of you over the coming years.”

Review Terms of Reference
Margaret Jenny, RTCA President, outlined the Terms of Reference for the Committee including its purpose and scope to provide recommendations for near-term and mid-term NextGen implementation based on Taskings from the FAA. She emphasized that Federal advisory committees provide consensus-based recommendations and that the FAA believes an important factor for this Committee is ensuring a positive business case for NextGen. The Committee also provides a venue for the aviation community to jointly track NextGen progress.

The members of the Committee are appointed for a two-year term and will be reviewed annually by the RTCA President, the FAA Air Traffic Organization Chief Operating Officer and the Associate Administrator for Aviation Safety to ensure balance and equitable representation. In the future, member appointments are made by the RTCA Policy Board in coordination with the FAA. Members will be expected to work toward consensus. Finally, Committee membership is based on the ability to represent, speak for and commit the interests of their organization or constituency.

The Committee conducts its meetings in an open forum three times per year. It is supported by a Subcommittee and associated Work Groups being formed in October whose meetings are not open to the public, but must provide all of their recommendations and advice for the FAA through the Committee. Chairman Barger commented that he would be interested in attending some of the Subcommittee and Work Group meetings and encouraged other Committee members to do so as well. All are welcome to participate in the Subcommittee

Overview of NextGen -- Setting the Stage for Committee Actions
RTCA Task Force 5 Recommendations
Captain Stephen Dickson, Senior Vice President of Flight Operations, Delta Air Lines and Chairman, NextGen Mid-Term Implementation Task Force, along with Margaret Jenny, RTCA President, outlined for the Committee the comprehensive recommendations from the RTCA NextGen Mid-Term Implementation Task Force (TF-5). Captain Dickson and Ms. Jenny explained that the Task Force was formed by the RTCA Policy Board in response to a request made in January 2009 from Hank Krakowski, FAA Air Traffic Organization Chief Operating Officer, and Peggy Gilligan, FAA Associate Administrator for Aviation Safety. Its work was based on the efforts of over 335 individuals from 141 different organizations that participated in the Task Force. Describing it as a “watershed day,” the consensus-based recommendations were provided to the FAA on September 9, 2009.

The recommendations define NextGen operational capabilities to be implemented between now and 2018. The Task Force provided a prioritized list of operational capabilities to the FAA. These 28 recommendations in seven different areas defined benefits and identified challenges and issues that must be resolved to achieve benefits; rather than a broad FAA-wide approach to large modernization programs. They noted that an underlying principle was the business case
strategies included in the work of the Task Force. Maintaining the momentum and commitments requires close attention to the locations, dates and specific capabilities recommended by the Task Force (the What, Where, Who and When) as well as a coordinated implementation strategy and an institutional mechanism for collaborative planning, implementation and tracking.

In a unique aspect of the Task Force, airlines provided financial expertise for evaluating the recommendations with the goal of ensuring that all investments have a positive business case. Consequently, every recommendation had the full commitment to invest on the part of the identified operators. Failure to follow the time frames contained in the Task Force recommendations adversely affects the business case.

Relating the Task force work to that of the Committee, they explained that implementation is key because it is “relatively easy to plan, but hard to execute”. Successful implementation of beneficial operational capabilities will translate into aviation users’ trust and confidence in the FAA’s NextGen Implementation Plan and subsequent eagerness to invest in the next phase of NextGen, which will require substantial equipage.

Captain Dickson concluded by outlining how the various NextGen initiatives were evaluated and forwarded to the FAA in the Task Force final report. One of the Committee members stressed the need to make system improvements that will move NextGen ahead, being mindful of political influence that is necessary for a broader by-in to accomplish system improvements.

Discussion of Initial Tasks
Michael Huerta, FAA Deputy Administrator and Hank Krakowski, FAA Air Traffic Organization Chief Operating Officer discussed three initial Taskings that will be directed to the Committee. The FAA will be formally transmitting these to RTCA as official Taskings for developing recommendations from the Committee. This communication will define the FAA’s expectations and timing.

Metroplex: Mr. Krakowski stated that the FAA is seeking feedback on the list of quantitative criteria developed by the NextGen Management Board as well as recommendations for the most important "Other Considerations" when prioritizing each Metroplex. It should be noted that the NAC provided this advice to the FAA later in the meeting (see “Metroplex Airspace and Procedures: Prioritization Criteria” below).

NextGen Performance Measurement: Mr. Krakowski explained that collaborating with industry to identify joint NextGen goals and associated metrics will be a tasking for the Committee. The Committee will also be asked to recommend a performance measurement methodology that applies to all levels of oversight (program to portfolio to strategic plan).

Presidential Announcement of the $50 billion infrastructure plan: Mr. Huerta explained that the FAA has a couple of key pieces in that plan—additional airport infrastructure work and assistance to the aviation community in preparing for NextGen. They have been working with a team that includes DOT as well as White House staff. The FAA has been clear that the benefits of NextGen cannot be fully realized until aircraft are also equipped.
The pending request of the Committee will ask:

- When we say “the aviation community” in the equipage discussion, what does that look like? Do we include a General Aviation component?
- How do we take into account early adopters of NextGen technology?
- What is a realistic timetable and related considerations if equipage incentives are approved?

Due to a prior commitment, Chairman Barger departed early, and the Chairman’s role was assumed by Ed Bolen, NBAA President.

Discussion of Initial Tasks
There was discussion by several Committee members about the need for the policies and procedures to come together so that if funding came through, it would be clear what to purchase. There was also general agreement that the GA community should indeed be included in the definition of “the aviation community” with respect to equipage.

A Committee member also noted that it is important to look at the cost-benefits of investments in the system, and early adopters should be encouraged through benefits. Another Committee member stressed the importance of inter-operability of aircraft in the air traffic control system. Specifically, it was pointed out that the Single European Sky Air Traffic Management Research (SESAR) has a mix of short-term and long-term investments and is beginning to take shape, and we should strive for global harmonization throughout the evolution of NextGen and SESAR.

Metroplex Airspace and Procedures: Prioritization Criteria
Mr. Krakowski gave an overview of the new approach the FAA is taking to implementing NextGen, namely, Metroplex-centric. He explained that the FAA approach has evolved from thinking about single airports and phases of flight, to an approach that looks at each Metroplex and Metroplex pairs for implementation of NextGen capabilities. He identified each Metroplex that the FAA is considering for NextGen implementations.

A Metroplex is a geographic area covering many airports, serving major metropolitan areas with a diversity of aviation users and aircraft operators. Congestion, airports in close geographical proximity, closely-spaced runways, and other limiting factors such as environmental constraints combine to reduce efficiency in a busy Metroplex.

Metroplex Criteria: Following Mr. Krakowski’s briefing, Captain Dickson presented the report of the NextGen Implementation Work Group, Requirements & Planning/Airspace Work Groups and the Airspace Work Group on the Metroplex prioritization criteria. (See Attachment 3.)

Principles used by the group to develop the recommendations included:

- Objective criteria vs. subjective
- Characteristics for objective criteria include that they are understandable, repeatable and able to be calculated.

The report includes 10 objective criteria and 9 other considerations.

Following the briefings, the Committee agreed by consensus to recommend that the FAA adopt the criteria and considerations to determine the order in which FAA/industry study teams should select each Metroplex in order to analyze operational issues and ultimately implement NextGen operational capabilities.
Discussion of Working Subcommittee
Margaret Jenny, RTCA President, described for the Committee the Working Subcommittee that will be comprised of members from the same stakeholder groups as the NAC and with broad knowledge and expertise related to the implementation of NextGen. Meetings are not required to be open to the public; however some meetings of the Working Subcommittee will be open to the public to provide an early opportunity to identify potential concerns associated with draft recommendations. All output of the Subcommittee will be presented to the NAC for consideration and potential delivery to the FAA.

In an effort to maintain an appropriate and manageable size, the number of Working Subcommittee members will be limited. The Working Subcommittee will utilize a rotating membership that will maximize the opportunity of participation among interested organizations. Ms. Jenny requested, and the Committee agreed, that RTCA should move forward with organizing the members of the Working Subcommittee in collaboration with the Subcommittee Co-Chairs, Steve Brown of the National Business Aviation Association and Tom Hendricks of the Air Transport Association, the NAC Chairman and Michael Huerta, the DFO for the Committee.

Specifically for two (2) seats - ATM Automation Providers and the Avionics Manufacturers/ Procedures Developers -- because the number of positions is limited and the pool of interested organizations is relatively large, the subcommittee will utilize a rotating membership that will maximize the opportunity of participation among interested organizations. Organizations not selected for the current two-year term will be given “observer status”, enabling the selected individual from that organization access to deliberations of the Working Subcommittee, provide comments for consideration and entry into the record of the meeting. The selected individual is the person approved for membership on the Working Subcommittee but not on the current rotation.

Ms. Jenny also explained that the Committee may establish Work Groups (WG) and/or Task Groups (TG) to accomplish specific tasks. Members of Work Groups and Task Groups will be appointed by the NAC Working Subcommittee Chairmen in consultation with the RTCA President, NAC Chairman and DFO. Work Groups and Task Groups will not be open to the public. There are existing Work Groups that have provided valuable support for the ATMAC and the desire is to leverage and build-on the good will and involvement by subject matter experts as the new NAC Work Groups are formed.

Meeting Dates for 2011 and 2012
The proposed future meeting dates (all are on Thursdays and the meeting would be scheduled to occur in the morning):
- Jan 13th, 2011 Jan 12th, 2012
- May 19th, 2011 May 24th, 2012
- Sep 22nd, 2011 Sep 20th, 2012
These were requested to be circulated to coordinate with calendars of the Committee Members and will be announced in October.

Closing Plenary (Other Business, Adjourn)
Acting Chair, Ed Bolen expressed his appreciation for all of the hard work of the NAC in support of the aviation industry and the FAA. He closed the meeting of the Committee at 11:05 a.m.
First Meeting of the NextGen Advisory Committee
NAC

September 23, 2010
Washington, DC
Outline for Plenary Meeting

- Welcome/Introductions/Opening Remarks – Huerta/Barger
- Terms of Reference for NAC – Jenny
- NextGen Status – Jenny/Dickson
- Initial Tasking – Krakowski/Huerta
- WG Recommendations-Metroplex Criteria – Krakowski/Dickson/Brown
- Subcommittee and Workgroups – Jenny
- Future Meeting Dates
Welcome

- Introduction to NAC: Michael Huerta, Deputy Administrator, NAC DFO

- Opening Remarks: Chairman Dave Barger
In accordance with the Federal Advisory Committee Act, this Advisory Committee meeting is OPEN TO THE PUBLIC. Notice of the meeting was published in the Federal Register on: **September 3, 2010**

Members of the public may address the committee with PRIOR APPROVAL of the chairman. This should be arranged in advance.

Only appointed members of the Advisory Committee may vote on any matter brought to a vote by the Chairman.

The public may present written material to the Advisory Committee at any time.
# NAC Members

**DFO:** Michael Huerta, FAA  
**Chair:** Dave Barger, JetBlue Airways

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<tr>
<th>Name</th>
<th>Company/Agency</th>
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<tr>
<td>Dave Barger</td>
<td>JetBlue Airways</td>
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<td>Hank Krakowski</td>
<td>FAA, ATO</td>
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<td>Peggy Gilligan</td>
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<td>Kate Lang</td>
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<td>Julie Oettinger</td>
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<td>Rafael Borras</td>
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<td>Ed Bolen</td>
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<td>Craig Fuller</td>
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<td>Jim Rankin</td>
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<td>Agam Sinha</td>
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<td>Margaret Jenny</td>
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<td>Tom Brantley</td>
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<td>Sherry Carbary</td>
<td>Airbus</td>
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<td>Eric Stefanello</td>
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NAC Terms of Reference: “The Business of NextGen”

Purpose and Scope

- Consensus-based recommendations on NG implementation issues
  - Ensuring a positive business case for NextGen
- Venue to jointly track NextGen progress

Tasking (initial)

- Metroplex selection
- NextGen Performance Metrics
- Potential Transportation Infrastructure funding
NAC Operating Norms

- NAC – public meetings, ~3 times per year
- Sub-comm –~ 6 times per year (not all public)
- Use of deliverables:
  - Inform NextGen investment, planning & implementation
- 2-year membership terms; going forward:
  - Membership based on the ability to represent the interests of an organization or constituency
  - RTCA President, FAA DFO ensure balance & equity
  - Future members reviewed by RTCA Policy Board
A Collaborative Approach to NextGen

Overview of NextGen Mid-Term Implementation Task Force Recommendations

Capt. Stephen Dickson, Sr VP Flight Operations, Delta Air Lines
Margaret Jenny, President, RTCA, Inc.
NextGen Mid-Term Task Force
FAA Request, Feb 2009

- Prioritized List of Operational Capabilities
  - Defined Benefits
  - All challenges, issues that must be resolved to achieve benefit

- Business Case Strategies
  - How to close business case

- Coordinated Implementation Strategies
  - Institutional mechanism for collaborative planning, implementation and tracking
The NowGen Path to NextGen

- It’s about **IMPLEMENTATION**
  - Delivering benefits will lead to increased trust

- It’s about **TRANSITION**
  - Planning is easier than execution

- It’s about **FINANCES**
  - Justification for equipage will be strengthened by demonstrating benefits in the NowGen

- It’s about **COMMITMENT**
  - Nothing short of joint commitment to outcomes will lead to successful NextGen
### The “Business” of NextGen

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<th>Ops Capability</th>
<th>Detailed Description</th>
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**TF Guidelines – each proposed capability:**
- Must define WWW (operator commitment)
- Must have positive business case
Getting to NextGen:  
*Industry Consensus*

Reduce Delays, enhance safety, efficiency of surface traffic by:

• Enhancing situational awareness
• Capturing & disseminating surface operations data to pilots, controllers, ramp towers & FOCs
• Establishing one point of responsibility, authority and accountability for Surface within the FAA
Getting to NextGen: Industry Consensus

Increase runway access to converging, intersecting and closely-spaced parallel runways by:

- Leveraging capacity gains achievable through accurate and predictable flight paths,
- Using enhanced surveillance methods.
- Foundational activities based on existing capabilities
- ...Leading to a determination of needed additional investment
Getting to NextGen: 
*Industry Consensus*

*Improve efficiency of cruise operations by:*

- Tiger teams to focus on quality of implementation and de-conflicting adjacent airports.
- RNAV, with RNP where needed
- Optimized vertical profiles using vertical navigation
- Use 3 NM rules in more airspace
- Integrated approach to airspace design and classification
- Enhanced ATC, flow and surface TFM

[Diagram showing METROPLEX, RUNWAYS, SURFACE]
Getting to NextGen: Industry Consensus

**Improve efficiency of cruise operations by:**

- Increasing the ability to disseminate real-time airspace status and schedules (especially SAA)
- Better utilizing time-based metering and flight operator capabilities
- Implementing data comm to better manage traffic and exchange routing & clearance information.
Getting to NextGen: Industry Consensus

**Improve access to non-OEP airports and low altitude, non-radar airspace by:**

- Implementing more precision-based approaches & departures,
- Expansion of surveillance services to areas not currently under radar surveillance.
Getting to NextGen: 
Industry Consensus

Data Communications:

• Improve cruise & transition operations using data comm to enable more efficient use of capacity.
• Increase the ability to adapt to changing conditions through dissemination of tactical reroutes around weather and congestion.
Getting to NextGen: Industry Consensus

Integrated Air Traffic Management:

- Create an Integrated ATM System that leverages new technologies to collaboration with users
- Implements traffic flow solutions that are integrated across time and ATC domains.
Getting to NextGen: *Industry Consensus*

- Leverage Current Equipage
- Close Business Case
- Document Commitments
- Plan, Execute & Track Collaboratively
Airport/Metroplex-Centric Approach to NextGen

Metroplex
- CSPO
- Surface Sit Awareness
- RNP
- CRDA
- Adjacent Airports
- TFM Data

Airports
- CSPO
- OPD
- Surface Sit Awareness
- RNAV SID/STAR
- TFM Data

En Route/NAS-Wide
- CPDLC
- D/C Reroutes
- Q & T Routes
- TFM DataComm
- MMS
- SAA
- 3-5 Sep
- TFM

GA Airports
- LPV

CSPO – Closely-spaced Parallel Runway Ops
OPD – Optimized Profile Descent

Attachment 2
Challenge of Closing the Business Case

- Potentially Attractive
- Attractive
- Unattractive

Payback Period
- LONG
- SHORT

Investment Required
- $K
- $$M
Challenge of Closing the Business Case

- Can we achieve benefits faster?
- Can we increase certainty?

**Attractive**
- Potentially Attractive

**Unattractive**
- Long
- Short

**Investment Required**
- $K
- $$M

Attachment 2
Challenge of Closing the Business Case

**Potentially Attractive**
- Can we lower investment requirements?
- Can we achieve benefits faster?
- Can we increase certainty?

**Attractive**

**Unattractive**

Investment Required

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<td>LONG</td>
<td>SHORT</td>
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Payback Period

Attachment 2
Challenge of Closing the Business Case

Can we reduce costs?

Potentially
Attractive

Unattractive

Potentially
Attractive

Can we reduce costs?

Investment Required

Payback Period

LONG

SHORT

$K

$$M
Enhancing Business Case by Bundling

- PDC
- TFM D/C
- Tailored Arrivals
- CPDLC
- Wx Reroutes

Investment Required

Payback Period

$K

$K

$$M

$$M
Enhancing Business Case by Bundling

Bundle: Single Investment ➔ Multiple Benefits

PDC
TFM D/C
Tailored Arrivals
CPDLC
Wx Reroutes

DataComm Portfolio

Payback Period
- LONG
- SHORT

Investment Required
- $K
- $$M
Business Case for Key NG Technologies

- ADS-B Out
- ADS-B In
- GBAS/GLS
- RNAV/RNP
- DataComm

Payback Period
- LONG
- SHORT

Investment Required
- $K
- $$M
Overcoming challenges to delivering early benefits from RNP/RNAV, Multi-Lat, etc. will lead to increased confidence in next phase of NextGen which will lead to increased investment.
Continued Partnership will Help Ensure All the Pieces are in Place to Achieve the Benefits of NextGen
Initial NAC Tasking from FAA

- Metroplex, Hank Krakowski
- NextGen Performance Measurement, Hank Krakowski
- Presidential Announcement, Michael Huerta
Initial Tasking: Metroplex

- Provide feedback on the list of quantitative criteria developed by the NextGen Management Board.

- Identify a list of the most important "Other Considerations" when prioritizing Metroplexes.
Initial Tasking: NextGen Performance Measurement

- Collaborate with industry to identify joint NextGen goals and associated metrics

- Develop performance measurement methodology that applies to all levels of oversight (program to portfolio to strategic plan)
Many of you are aware of the President’s $50 billion infrastructure plan.

The FAA has a couple key pieces in that plan:
- additional airport infrastructure work, and
- assistance to the aviation community in preparing for NextGen.

We have been working with a team that includes DOT as well as White House staff.

We’ve been clear that the benefits of NextGen cannot be fully realized until aircraft are also equipped.
Our request:

- When we say “the aviation community” in the equipage discussion, what does that look like? Do we include a General Aviation component?
- How do we take into account early adopters of NextGen technology?
- What is a realistic timetable and related considerations if equipage incentives are approved?
Metroplex

- Hank Krakowski, FAA
- Margaret Jenny, RTCA
- Captain Stephen Dickson, Delta Air Lines
We’ve Thought in Terms of Individual Airports
Then We Described NextGen by Phases of Flight

**PHASES OF FLIGHT**

**Then We Described NextGen by Phases of Flight**

**SURFACE TRAFFIC MANAGEMENT**
Automation optimizes taxi routing, provides controllers and pilots all equipped aircraft and vehicle positions on airport real-time surface traffic picture visible to airlines, controllers and equipped operators. Surface movement management linked to departure and arrival sequencing. ADS-B and ASDE-X contribute to this function. Taxi times reduced and safety enhanced.

**INTEGRATED FLIGHT PLANNING**
Operators and traffic managers have immediate access to identical weather information through one data source.

**ENHANCED SURFACE OPERATIONS**
Pilots and controllers talk less by radio. Data Communications expedite clearance, reduce communication errors. Pilot and controller workloads reduced.

**STREAMLINED DEPARTURE MANAGEMENT**
RNAV and RNP precision at any multiple departure paths from each runway. Departure capacity increased.

**EFICIENT CRUISE**
RNAV, RNP and RVSM utilize reduced separation requirements increasing airspace capacity. Aircraft fly most optimal path using trajectory-based operations considering wind, destination, weather and traffic. Flights determine with weather fused into decision making tools tailored to each aircraft. Data Communications reduce frequency congestion and errors. ADS-B supported routes available for equipped aircraft.

**ENHANCED SURFACE TRAFFIC MANAGEMENT**
Runway exit point, assigned gate and taxi route sent by Data Communications to pilots prior to approach. Pilot and controller workload reduced and safety improved.

**STREAMLINED ARRIVAL MANAGEMENT**
Arrival sequence planned hundreds of miles in advance. RNAV and RNP allow multiple precision paths to runway. Equipped aircraft fly precise horizontal and vertical paths at reduced power from descent point to final approach in almost all types of weather. Time and fuel are saved. Emissions and holding are reduced.

**DOMESTIC/OCEANIC CRUISE**

**DECENT / FINAL APPROACH / LANDING**

**Attachment 2**

Federal Aviation Administration
With TF5, Our Focus Turned to Metroplexes
With Metroplexes, Natural Opportunities Emerge
Key Metroplexes
Metroplex Airspace and Procedures; Considerations for Metroplex Site Prioritization

Joint Report of the
NextGen Implementation Work Group
Requirements & Procedures Work Group
Airspace Work Group

To the NextGen Advisory Committee

September 23, 2010
Principles Used in Developing Recommendations

- Objective vs. subjective
  - Data-informed decisions
  - Capture other factors not supported with data

- Characteristics for objective criteria
  - Understandable
  - Repeatable
  - Calculatable (with established data sources)
Recommendation 1: Objective Criteria (1 of 2)

- Average Scheduled Gate Arrival Delay
- Excessive Delays (1+ hrs)
- Metro Connectivity index
- OPSNET Delays as % of Operations
- Percent Capacity Used
Recommendation 1: Objective Criteria (2 of 2)

- Estimated Optimal Profile benefit
- % of radar coverage supporting 3 nmi separation
- % change in average aircraft block times
- % change in average taxi-in and taxi-out times
- Average change in median taxi-out time during morning rush
Recommendation 2: Other Considerations (1 of 2)

High priority Metroplex locations:
- Identified by TF-5 as locations with operator commitment
- Exhibited degree of operational site readiness, adaptability, and willingness to embrace change
- Higher potential to reduce delays & increase throughput
- Opportunities to leverage ongoing airfield improvements
- Safety concerns can be addressed with airspace and procedures optimization solutions
- Ongoing activities can be enhanced with “Metroplex” perspective
- Diversity of airports and operators
Recommendation 2: Other Considerations (2 of 2)

- Lower priority should be given to sites having:
  - Recently completed environmental decisions that could significantly limit scope of Study Teams
  - Political realities that could preclude implementation
NextGen Advisory Committee
- Overall direction of Committee
- Review and approve recommendations to FAA
- Field requests from FAA
- Review and approve creation of Work Groups, as appropriate
- Direct work of Working Subcommittee

NAC Subcommittee
- Staff to Advisory Committee
- Develop TORs, review work of WGs and TGs, present findings to NAC
- Forward recommendations and other deliverables to NAC for consideration

NAC Work Groups and Task Groups
- Created to address specific tasking
- May be short-term or standing activities
# Proposed Subcommittee Members

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<th>Member Name</th>
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<td>Steve Brown, co-chair</td>
<td>NBAA</td>
<td>Tom Bock</td>
<td>NYPAA</td>
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<td>Tom Hendricks, Co-chair</td>
<td>ATA</td>
<td>Jim Crites</td>
<td>DFW</td>
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* Soliciting interest, “observer status for all not serving current term

\* 4 rotating seats*  
\* 3 rotating seats*  

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**Note:** The table includes members from various organizations, indicating their roles and interests in the proposed subcommittee. The asterisk denotes that some positions require soliciting interest.
Workgroups

- Define expertise needed
- Existing groups:
  - Leverage enthusiasm and good will
  - Leverage experience and expertise
  - Enhance scope and expertise
  - Rationalize, and streamline
- RTCA will establish initial WGs
  - Based on NAC input

EXISTING WGs
- ADS-B
- Requirements & Planning
- Airspace
- NextGen Implementation
- Trajectory Operations
- Business Case
DISCUSSION
Future Meeting Dates 2011

- January
- May
- September