



2009 ICNS Conference

Successful Implementation through  
Public-Private Partnership

Keynote:

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# Levering CNS / ATM Capabilities to Improve NAS Performance

- The NextGen vision leverages CNS technologies
- To deliver benefits, these technologies must:
  - Be Certified, Approved for intended use
  - Be Coupled with DSTs, procedures, policies, etc.
  - Be delivered in increments, each with benefits
- RTCA is at heart of “implementation” of NextGen
- RTCA = you
- Your work must answer:
  - Is technology feasible?
  - What will it take to deliver full benefit?
  - How can we integrate into NAS over time?

# The journey is more important than the destination

- ☀ Delivering NextGen in increments with benefits
  - Risk Mitigation by limiting size/scope of increments
  - Enhance the business case by reducing payback time
  - Build trust by delivering near-term benefits

**BUILDING TRUST NECESSARY TO MAKE NEXTGEN A REALITY**

# Making the NextGen Business Case

## Investment / Speed of Project

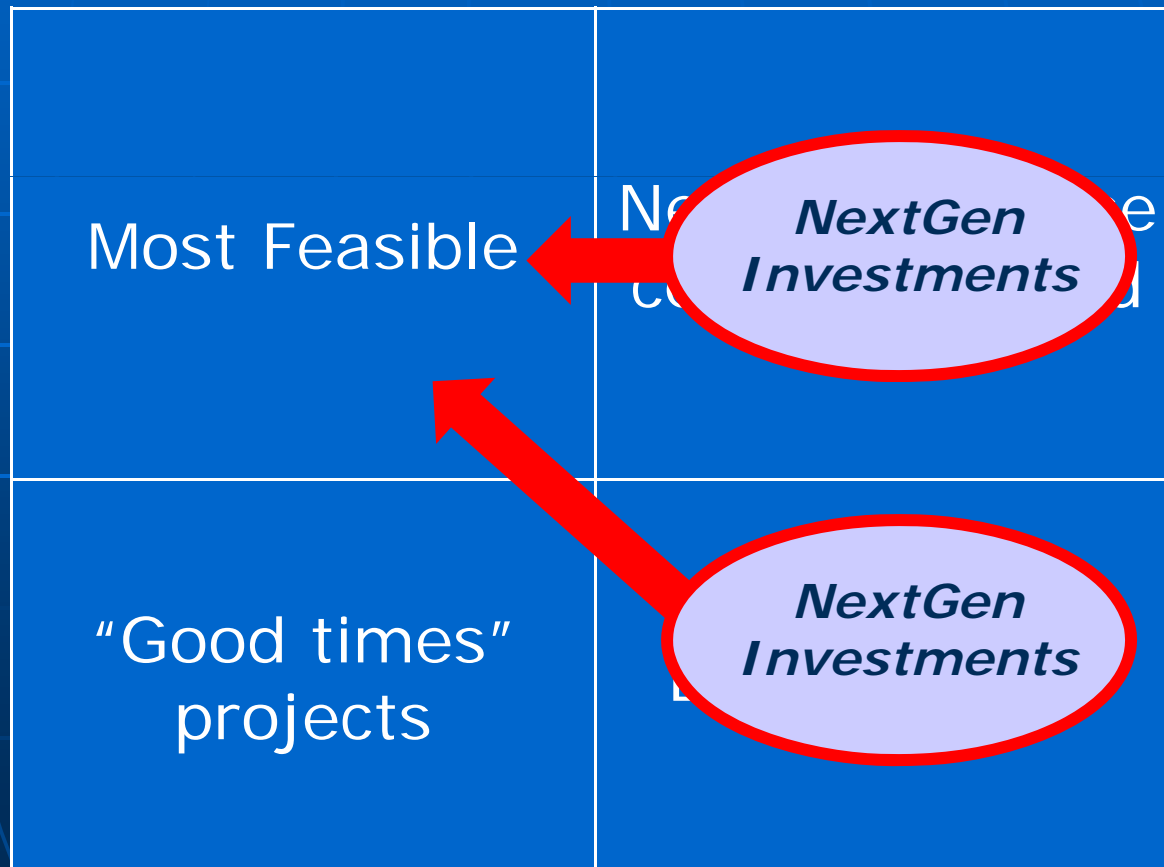
SMALL

LARGE

ROI  
Certainty of Benefit

HI

LOW



# Key Enablers Must **Enable** Benefits

*some examples...*

## **RNAV/RNP**

De-conflict metro airports for capacity  
Consistent Fuel-efficient routes

## **ADS-B**

Reduced Separation (*transition /terminal*)  
Merging and Spacing  
Increase capacity in non-radar airspace  
Optimized profile descent

## **DataComm**

Multi-aircraft rerouting around weather  
Optimized profile descent  
Time-based metering/spacing  
Increased safety - reduced comm errors  
Decreased workload → increase capacity

# TF5 Not First To Recommend Leveraging Current Equipage...

“As envisioned by FAA, [...] is designed to increase the efficiency of airspace utilization as well as the productivity of controllers. It will also enable users to follow more fuel-efficient flight paths and **make better use of the equipment they are now installing on their aircraft**. Flight management and navigation computers, linked to [...] by a new communications link will eventually receive and respond to flight instructions without increasing aircrew workload. Similarly, delays in the system will be minimized by the flow control procedures the system will provide ...”

“Review of the FAA 1982 NAS Plan” *Office  
of Technology Assessment referring to AERA*

# NextGen Mid-Term Task Force

*... a new level of engagement with industry*

- Fostering government/industry collaboration and consensus on critical NextGen issues
- Ensuring focus on positive business case
  - Maximizing NextGen benefits
  - Facilitating business case for industry investment
- Will provide FAA recommendations on:
  - Prioritized list of comprehensive operational capabilities
  - Strategies to leverage existing & available equipage
  - Strategies to encourage equipage
- Should lead to Continual Feedback
  - Establish institutional mechanism to track commitments

# Evolution of NextGen Task Force Product

