Porcari: NextGen is an Investment in Infrastructure for Generations to Come

Take a look at the bridges, highways and railroads in your community, said John D. Porcari, U.S. Deputy Secretary of Transportation. Chances are this infrastructure was designed, built, and paid for by your parents, grandparents, or even your great-grandparents.

“We are collectively living off the investments that previous generations have made. Those foundational investments have ensured future prosperity for the next generation,” Porcari said during Tuesday’s Keynote Luncheon.

NextGen is our generation’s way of paying forward those investments and benefitting many generations to come, Porcari said. It is the single largest infrastructure investment the U.S. has ever made, but unlike a bridge or highway, it’s hard to show NextGen’s benefits to citizens. And yet, in order to make the case for funding in a time of sequestration and shutdowns, NextGen needs public support, he said.

It’s time to share the tangible benefits of NextGen with America’s citizens, Porcari said. Examples include:

• This summer, a JetBlue flight took advantage of automatic dependent surveillance-broadcast (ADS-B) from Florida to New York, shaving about 100 miles off its journey.
• Satellite navigation at Washington’s SeaTac airport is expected to cut Alaska Airlines’ fuel use by 2.1 million tons annually and reduce carbon emissions by 22,000 metric tons—the equivalent of taking 4,100 cars off the road every year.
• Metroplex navigation procedures at Denver International Airport have decreased the most

Equipage: How Does Everyone Integrate the Moving Parts?

Mixed equipage has many different connotations. In the Tuesday morning session “Mixed Equipage—Operationally and Financially: What Tips the Scales?,” a variety of stakeholders shared their thoughts on the pluses and minuses of NextGen equipage.

Chris Benich, Honeywell, said as cockpit modernization plans change, stakeholders have to find the right ways to use certain capabilities and be clear as to when they’re required, like automatic dependent surveillance-broadcast (ADS-B), or not required, like precision navigation.

Col. Merrill “Jazz” Armstrong, Department of Defense, said the DoD looks at equipage from a business-case scenario. “We have to be smart about which aircraft we equip,” he said. “For large, international aircraft, there’s a case to put on equipage, but with fighter planes, older aircraft or aircraft that stays out of the metroplexes, it costs a whole lot of money to equip.”

Mark Bradley, Delta Air Lines, said while it’s optimal to have aircraft with standard equipage, that’s never been a reality in the aviation world. From Delta’s perspective, equipage not only can’t compromise operational performance, but it needs to improve it. “Generally what’s good for the public is good for the airline business as well,” he said. “We will modernize the cockpits because we do see the value.” In terms of ground equipage, Bradley said, Delta needs to consider how that affects aircraft funding and staffing levels.

Webster O’Brien, ICF International, said from the investment-planning aspect, “our feeling is, to a reasonable degree, bring it on.” Looking at the macro picture, the estimated $106 billion of benefit vastly outweighs the $37 billion cost of equipage, he said. However, more than 70 percent of the benefit is delay avoidance, which doesn’t pay providers’ bills, O’Brien said, making it necessary to sort out the

Continued on page 12

Joe Bertapelle, JetBlue, is interviewed by John Croft, Aviation Week, after Mixed Equipage — “Operationally and Financially: What Tips the Scales?”

The Honorable John D. Porcari, U.S. Deputy Secretary of Transportation, addresses the investment needed for the country’s future infrastructure.

Continued on page 12
This is one of the more challenging years for all of us in the air traffic control industry and ATCA has worked hard to have a show to ensure that our members understand the difficulties that we are going through from an economic standpoint in the government as well as in the industry. Obviously the thing that concerns most of us is the continuing sequestration and the difficulties that were created by the shutdown of the federal government to our colleagues and friends that take care of the system everyday. It is important for us to work with the FAA to create a forum to seek solutions that come up with answers that can be implemented to mitigate, minimize, or hopefully eliminate some of these difficulties. We are at the disposal of our members to work on the right forums, the right content and the right panels. This particular show should be spectacular and obviously the fact that the FAA has been able to return to work and be at the Annual is key for the success of our show and to the industry.

As we look forward, ATCA has also been successful in uniting and working closely with our partner organization, the Civil Air Navigation Services Organisation (CANSO). Because of that, you’ll see on the floor more CEOs of Air Navigation Service Providers (ANSPs) from Europe and in addition at World ATM Congress in Madrid this March you’ll see a greater presence of U.S. Industry. It’s been a partnership that the leadership of ATCA has been working on for a number of years and it is very fulfilling to see it come to fruition. A lot of praise goes to Pete Dumont as President and CEO, and his exemplary staff, in the way they have managed the two conferences and all the extra work that was created. This organization’s members can be proud that we have such a well led and sophisticated staff that works with us.
Lt. Col. Paul Roberts, Department of Defense (DoD)
Michael Toscano, Association for Unmanned vehicle Systems International (AUVSI)
Ed Waggoner, National Aeronautics and Space Administration (NASA)
Jim Williams, Federal Aviation Administration (FAA)

3:15 – 3:30 p.m.
Closing Remarks
Maryland A/C
Peter F. Dumont, President & CEO, Air Traffic Control Association (ATCA)
James H. Washington, Chairman, Air Traffic Control Association (ATCA), Chief Operating Officer, B3 Solutions

6 – 9 p.m.
Glen Gilbert Award Reception and Banquet
Honoring
Patrick Ky
Maryland A/C

What’s For Lunch?
South of the Border Buffet
Spicy Chicken Tortilla Soup
Tijuana Caesar Salad with Chipotle Caesar Dressing
Farmer’s Market Salad
Chicken and Beef Fajitas with Sauteed Peppers and Onions
Vegetarian Bean Burritos — Warm Flour Tortillas, Spanish Rice and Borracho Beans, Baked Zucchini and Yellow Squash with Tomato Sauce, and Monterey Jack Cheese
Orange Caramel Flan, Dulce De Leche Chocolate Cupcake, and Tres Leches with Pineapples

ISI is now a Pragmatics company, merging expert capabilities in aviation and IT to deliver high-quality solutions.

IT Solutions
- Program | Project Management
- Full Lifecycle Software Solutions
- Enterprise Helpdesk
- Consolidation
- Business Intelligence
- Testing
- IV&V
- Data Warehousing

Aviation Services
- ADS-B Software Development
- GNSS Performance Monitoring System
- Program Management | Acquisition
- Systems Engineering | Integration
- Safety Engineering | Assessments
- Aviation Standards Regulations
- NextGen R&D
- Aviation GIS | GovCloud Database

www.pragmatics.com
Dieter Guenter (703) 608.1550 or guenterd@pragmatics.com
CMMI® Level 5  ISO 9001  ISO/IEC 20000-1  ISO/IEC 27001
ATC Crossword Puzzle

Across
1. One of the fathers of air traffic control, Glen A ___: his namesake award is presented tonight
6. Organization working to build the future European air traffic management system (they have their own version of SWIM)
10. IATA code for Iasi airport in Rumania
11. Request to an aircraft to activate the aircraft transponder identification feature
12. Some believe this aviator flew before the famed Wright Brothers, Gustave
13. Exist
14. College internet address ending
16. Middle name of the busiest airport in the US in terms of air traffic
19. ____ a course
22. Tip an aircraft laterally
24. Former student
26. The first air traffic controllers used these to send control messages to pilots in the air
29. Small quantity
30. Sponsor of today’s ice cream break in the Exhibit Hall (2 words)
34. Lane, abbr.
35. Reagan National airport code
36. Swerves off course
38. Organization founded in 1956
41. French the
42. EASA Exec. Dir and honoree at the Glen A. Gilbert Memorial Award Banquet (2 words)
43. The C in ICAO
44. Wear
45. FAA’s ____ is based in New Jersey (2 words)
46. Talks too much

Down
1. This aircraft has a motor but no wings
2. Be in a certain position
3. Spectrum of radio frequencies
4. Time zone in New York City
5. One type of office location for a controller
6. Rigid
7. Airports with the ESKN and ESMS codes are based in this nation
8. Route, for short
9. Flew ____ the radar
13. Flying mammal that uses sonar to navigate
15. Take-off direction
16. Santa’s laugh sound
17. IATA code for a large international airport in Florida
18. Major airline whose hub is in Atlanta
21. IATA code for Gloucester airport in England
22. Innovative
23. First name of the current FAA Administrator
26. Locate or recover
27. City where ATCA’s Technical Symposium is held each May
28. Top grades
30. Letters used as an abbreviation for the host of an event
31. Some forensic evidence
32. U.S.N.A. grad’s rank
33. Melting
36. Canadian territory where Whitehorse International Airport is
37. Route
39. Gain altitude
40. ICAO airport code for Milan’s Malpensa airport
41. ____-pilot
42. Place
43. Medical expert, abbr.

Solution to Tuesday’s crossword puzzle

Attendees of the ATCA 58th Annual Conference & Exposition head to the meetings and the Exhibit Hall during a break between sessions on Tuesday.
Experts Ponder Privatization of the U.S. Air Traffic System

There’s nothing like a sequester and a shutdown to spur innovative thoughts about air traffic system funding. But could a dramatic restructuring of the U.S. airspace actually work? During the Monday afternoon session “Alternatives for the Funding of the U.S. Air Traffic System: An Age of Rapidly Changing Technology and Financial Constraint,” panelists discussed the privatization of the Canadian and United Kingdom systems, along with air traffic controllers’ and airlines’ reactions.

“Last spring, we started a discussion about big-time reforms,” said moderator Robert Poole, The Reason Foundation. “FAA leadership sent a letter to both houses of Congress saying the funding system is broken, and asked for a reliable 10-year funding program and an aviation board of stakeholders.”

The U.K. and Canada instituted their own sweeping reforms more than a decade ago. In the U.K., NATS was formed in 2001 in response to the government's goal to increase efficiency and return investments to taxpayers, said Martin Rolfe, NATS' managing director of operations.

NATS is a public-private partnership in which the government owns 49 percent, employees own 5 percent and commercial investors (seven airlines) own 46 percent. Worries that deregulation would decrease safety and job opportunities have been unfounded, Rolfe said. Since its inception, NATS has had a 75 percent reduction in safety events, has shaved flight delays from two minutes to two seconds, has saved about $130 million in fuel and has cut operating costs by 35 percent. There has also been “no industrial action in terms of labor relations,” and low staff turnover, Rolfe said.

NAV CANADA came into being after a cost-cutting government took office in 1995, said President and CEO John Crichton. NAV CANADA is a non-shared capital model, meaning profits are recycled into things like lower rates for users and capital improvements. Its board includes five stakeholder representatives, three from government, and two from unions.

“It starts with the assumption that air traffic control is a natural monopoly, and the only people who have an interest is the customers. Value consideration for them includes safety and cost effectiveness,” Crichton said. NAV CANADA’s model is so efficient that it hasn’t raised fees in 10 years while still improving safety. The organization has also modernized the air traffic management system through vertically integrated teams, and sells its ATM technology around the world.

Could systems like these work in the U.S.? Representatives from the National Air Traffic Controllers Association and Airlines for America said their members could be on board.

“Air traffic control is a team sport, but for 16 days [during the shutdown] we took the field with less than 40 percent of our team available,” said Paul Rinaldi of NATCA. “At the end of the day, it does wear on you; it does have an impact. We basically have been through the wringer during the last three to four years in this industry. I no longer have the luxury to say everything’s fine.”

Rinaldi acknowledged that “within my membership, privatization is a bad word. But we’re all on the same page that the only way to continue and advance the aviation system in this country is to get it out of the appropriation arena and into a sustainable funding system.”

To ensure NATCA members’ support of changes to existing funding mechanisms, safety conditions, employee compensation, and guarantees of a steady stream of future air traffic controllers need to be addressed, Rinaldi said.

Crichton said establishing NAV CANADA “wasn’t all sweetness and light” in terms of employee relations. “At that point, it was the largest privatization of our federal government, affecting 6,300 government employees,” he said. “It was a huge cultural change to be dealt with —

Continued on page 11
**NEXTGEN MATTERS**

ICF is uniquely qualified to incorporate commercial aviation and airport operator business economics, logistics, regulatory compliance, and market-based business perspectives into NextGen technology development and implementation.

**PASSION. EXPERTISE. RESULTS.**

icfi.com/aviationmodernization

---

**SHUTTLE BUS SCHEDULE**

**Departures from FAA**

*(with access to L’Enfant Plaza Metro)*

FAA FOB10A from the C Street side of the building L’Enfant Metro to the Gaylord National Resort and Convention Center

- 7:30 A.M.
- 8:00 A.M.
- 8:30 A.M.
- 9:00 A.M.
- 9:30 A.M.
- 10:00 A.M.
- 10:30 A.M.
- 11:00 A.M.
- 11:30 A.M.
- 12:00 A.M.
- 12:30 P.M.
- 1:00 P.M.
- 1:30 P.M.
- 2:00 P.M.
- 2:30 P.M.
- 3:00 P.M.
- 3:30 P.M.
- 1:30 P.M.
- 2:00 P.M.
- 2:30 P.M.
- 3:00 P.M.
- 3:30 P.M.
- 1:15 P.M.
- 2:15 P.M.
- 3:15 P.M.

Departures from Gaylord National Harbor

Gaylord National Resort and Convention Center *(Garage Entrance at Maryland Ballroom Foyer)* to FAA FOB10A near L’Enfant Metro

- 8:15 A.M
- 8:45 A.M.
- 9:15 A.M.
- 9:45 A.M.
- 10:15 A.M.
- 10:45 A.M.
- 11:15 A.M.
- 11:45 A.M.
- 12:15 P.M.
- 12:45 P.M.
- 1:15 P.M.

**Travel times are approximately 35 minutes each way depending on traffic conditions.**

---

**Your Air Traffic Management Solutions Start Here.**

For the last three decades, Harris has been a trusted partner, providing the global aviation industry with innovative, cost effective, and highly reliable ATM solutions. Whether it’s voice and data communications products, information management, flight and weather services, or ATM networking—Harris helps air navigation service providers manage their skies safely and securely.

To learn more, please visit us at harris.com/atc or visit us at booth #511.
**Wednesday Exhibit Hall Presentation Theaters at a Glance**

**HP ATM Theater**

9 – 9:45 a.m.  
**SatCom derived aircraft position reporting and its impact on ATM**  
Martin-Ulrich Ripple, Inmarsat  
With the rapidly increasing number of commercial aircraft equipped with SatCom terminals, the aircraft position reporting over oceanic airspace has become commonplace.  
For Air Traffic Control organizations and its users the benefits can be reaped now and on a global scale.

10 – 10:45 a.m.  
**The Value of Big Data Analytics in a Changing World**  
Marshall Presser, Pivotal  
We live in an era where the world creates more data in a day than it did in a year just a decade ago. There is value to any organization in exploiting that data to optimize operations, predict and prevent unfavorable future events, better serve its customer base and stakeholders, and reduce costs or increase revenue. The success lies in an enterprise that was to collect, store, analyze and act on that data with tools appropriate to the users. In this session, we’ll explore how that is possible today and what the prospects are in the near future using examples from many organizations.

**The Tower Theater**

9 – 10 a.m.  
**Fleet: A Mobile Information Application for Reducing Travel Anxiety**  
Innovative Application of FAA DATA  
Graduate Student Participants: Daniel Gartenberg (Psychology, Ph.D.), Songrun Liu (Computer Science, MA), Nick Penaranda (Psychology, Ph.D.), Brittany Sarbone (Psychology, MA), Melissa A. Smith (Psychology, Ph.D.)  
Undergraduate Student Participants: Jordan Higgins (Bachelor of Individual Study) and Peter Lee (Art and Design)  
Faculty Advisor: Dr. Robert J. Youmans (Psychology, Human Factors and Applied Cognition)  
Recent surveys of airline passengers suggest that Americans are deeply dissatisfied with air travel, even though some airlines’ performance has actually improved.  
Research suggests that customer dissatisfaction is often a function of the anxiety associated with air travel. Our research suggested that air-travel anxiety fluctuates, with peaks during travel to the airport, check-in, security boarding, immediately before luggage retrieval, and of course, when problems with flights arose. In many instances, people were anxious during these events because of the uncertainty associated with them – people worried about how long it would take to travel to the airport, long lines at check-in or TSA security stations, how weather would affect travel plans, if checked bags would make connecting flights, and so on. As a result, we formulated our design problem around ways of providing travelers with more travel information as a means to reduce travel anxiety. After agreeing to this design concept, we employed a structured development process based on iterative design that included paper prototyping, think-aloud protocols, focus groups, heuristic evaluations, and scenario-based user testing. These Human Factors techniques informed the development of a smartphone application called ‘Fleet’. Fleet augments existing FAA data with crowd-sourced data to provide travelers with reliable information about airport congestion, flight delays, boarding times, baggage handling, and many other uncertain aspects of air travel that can create anxiety. Fleet incentivizes users to provide crowd-sourced data using

**Congratulations to our 58th Annual Conference and Exposition Proceedings Winners!**

**First Place:**  
Fleet™: A Distributed Information Gathering and Processing System for the Alleviation of Commercial Air Travel Anxiety  
Robert J. Youmans, Melissa A. Smith, Daniel Gartenberg, Songrun Liu, Jordan Higgins, Nick Penaranda and Brittany Sarbone

(Editor’s note: You can see these authors present their research in The Tower Theater from 9 – 10 a.m. today!)

**Second Place:**  
A Global Operational Picture of Weather Impact Through Collaborative Decision Making  
Warren L. Qualley, Harris Corporation

**Third Place:**  
Voice Communications Solutions for UAS Integration in the NAS  
Alexandria R. Murrey, Harris Corporation

Continued on page 11
Transforming the air traffic management (ATM) system is essential for improving safety, efficiency and the environment around the globe. Boeing is fully committed and uniquely qualified to help make ATM transformation a reality. It’s the right time and Boeing is the right partner.
The 2013 ATCA Scholarship Program Recipients

Gabe A. Hartl Scholarship
Students enrolled half-to-full-time in two or four year air traffic control programs at institutions approved and/or listed by Federal Aviation Administration as directly supporting the FAA’s college and training initiative.

Jeff Flannigan
Jeff Flannigan is a junior at Lewis University pursuing a major in Air Traffic Control Management and a minor in Aircraft Dispatch. His most recent accomplishments are receiving his private pilot certificate and receiving a commercial driver’s license. He plans to further his aviation experience by working on his instrument and commercial airplane ratings. One of Flannigan’s goals is to get his aircraft mechanic certificate. Flannigan was the president of the Kishwaukee College Aviation Club, a member of the Experimental Aircraft Association (EAA) Chapter 244, the Chicago Area Business Aviation Association (CABA), the Key Club. He also currently holds three jobs: at the DeKalb Taylor Municipal Airport as a line guy refueling aircraft and performing general maintenance around the airport; at Hendrickson’s Flying Service working on agriculture airplanes and helicopters, driving tanker trucks to refuel airplanes and helicopters, and assisting with annual inspections; and as a salesman in a family business at Holiday RV.

Jessica Tavernini
Jessica Tavernini is majoring in Air Traffic Management at Daniel Webster College and expects to graduate in December 2014. Since starting her Bachelor’s Degree, she has been on the Dean’s List every semester. She hopes to graduate Summa Cum Laude. Jessica has devoted much time to volunteering in her community and abroad. She spent many years participating in the Windham Community Band and provides tutoring services to children with learning disabilities. Jessica also spent a number of months volunteering at a school in Ecuador. Jessica has a passion for aviation. She enjoys challenges and a fast paced environment. Her ultimate career goal is to become an Air Traffic Controller.

Andrew White
Andrew White joined the United State Marine Corps after high school graduation in the summer of 2003. He spent nine years as a CH-53D Sea Stallion Crew Chief. From 2003 to 2012 he deployed twice to Iraq in support of Operation Iraqi Freedom and once in support of Operation Enduring Freedom in Afghanistan, ultimately earning the rank of Staff Sergeant (E-6). He was accepted to Embry Riddle Aeronautical University and started school before the end of his active service, in September 2012.

White is pursuing his Bachelor of Science in Aeronautics, with a minor in Air Traffic Control as well as a minor in Unmanned Aircraft Systems Science. His most recent accomplishment is being named on the Deans List for the fourth semester in a row. White would like to thank his wife Carol who cares for their two sons, Skyler, 3, and Korben, 11 months. He says without her support he could not put so much focus on his studies and education.

Lawrence C. Fortier Scholarship
Students enrolled half to full time in a program leading to a bachelor’s degree or higher in an aviation-related course of study.

Philip Barnett
Philip Barnett is a sophomore studying Aerospace Engineering at the University of Illinois at Urbana-Champaign. He serves as a member of the programming board for a chapter of the American Institute of Aeronautics and Astronautics, and participated in a dual-stage rocket project through the Illinois Space Society. Barnett also served as an undergraduate research assistant for his campus’ CubeSat research group. Barnett is currently on an exchange program at the University of New South Wales in Sydney, Australia, studying aerospace engineering, while also taking a course in photovoltaic engineering.

Zach Plotkin
Zach Plotkin is currently studying Aerospace Engineering at the University of Maryland, College Park. He earned a 4.55 weighted GPA in high school, was named an AP Scholar with Distinction, and was selected to both his high school’s National Honor Society. Outside of the classroom, Plotkin’s passion was football. He was a three-year varsity starter, voted captain for his junior and senior years, and named All-County offensive lineman following his junior and senior years. He was selected to the Baltimore Touchdown Club (BTC) Super 22 team as a junior, and was selected to the BTC Metro All-Star Team as a senior. He also became a National Football Foundation Scholar-Athlete.

Andrew Sellner
Andrew Sellner is a second semester sophomore at the University of North Dakota in Grand Forks. He is studying Air Traffic Control with a minor in Aviation Safety. Through his first two semesters he received a 4.0 GPA and was named to both the Presidential Honor Roll and Dean’s List. Andrew is actively involved on campus as a member of Aviation Safety Association and Student Air Traffic Controllers Association. Recently, he helped to found the University of North Dakota Alpha Kappa Psi, and was elected to Vice President of Administration. In addition, Andrew works full-time with the Men’s Division I Ice Hockey Team as a Volunteer Assistant. In 2009, he participated in an internship at the Albany International Airport Control Tower and from then on has worked to become the best Air Traffic Controller he can be.

Sergio Vergara
Sergio Vergara was born in Colombia and moved to the United States when 10 years old. He currently lives in Boston, Massachusetts with his wife and their 11-month old son. He is a full-time student studying Aviation Science and is Professional Pilot. Until now, Vergara pays for all of his education and flight training on his own, by maintaining a full time job. He is proud to have obtained his Private Pilot license, Instrument Rating, Commercial Rating, and currently working towards his Fight instructor rating. Vergara has done this while maintaining a 4.0 GPA and being a member of both the international aviation fraternity Alpha Eta Rho and the Sigma Alpha Pi Honor Society of Leadership and Success.

Each day in ATCA Today, we will feature several ATCA Scholarship Fund recipients in conjunction with their presentations by the ATCA Scholarship Committee throughout the Annual.
Privatization
Continued from page 6

over 80 percent had never worked for anyone but the government during their lives.

The biggest challenge was with management rather than employees. “Employees just kept doing their job, but management had difficulty dealing with decision-making changes. Some people couldn’t make the adjustment,” Crichton said.

To lessen the blow, “we left operations alone for the first couple years, and then when we did make changes, it was done with a scalpel, not a hatchet,” he said. NAV CANADA also implemented an extensive management incentive program recognizing value equation criteria like cost savings and safety improvement. In fact, Crichton said, the majority of his compensation is in incentives rather than salary.

Today, NAV CANADA only has about 4,600 employees, but with more air traffic controllers than before privatization, he said.

Rolfe said when NATS was formed, there was “fear from controllers that the company would chase every penny of profit.” But the legislation ensured pensions, which helped calm employees. Still, “it was a challenge to get management to think in more of a commercial way and to stop thinking of ‘profit’ as a dirty word,” he said.

Sharon Pinkerton of Airlines for America pointed out that not only does the U.S. have a larger amount of air traffic than Canada and the U.K., but it also has a more diverse and larger general aviation community.

“If this conversation is going to be different than the ones we’ve had many times before, stakeholders – including the FAA and the administration – have to be together and on the same page,” she said. “Clearly, the sequester is providing somewhat of a burning platform for change. The larger business community is participating, and there’s a growing sense of frustration on the Hill with the lack of progress in NextGen. Put all those together, and that might provide critical mass.”

Financially, privatization could be viable in the U.S., said Brian Oakley, Scully Capital. Funding mechanisms are well established, and there are already government-owned corporations that operate independently. “It doesn’t seem like a big leap – from an outsider’s perspective, I wonder why are we still in the position we are in today,” he said.

Theaters
Continued from page 8

a deal and coupon system that also allows local businesses to advertise, airlines to reward customers, and friends and family to send gifts to travelers. Fleet also provides users with targeted relaxation techniques, fun games, weather information, alerts about delays, suggestions on sleep times to reduce jetlag, and a directory of airport businesses. All parties cooperate together in order to make the airport experience fun and easy, leading to reduced travel anxiety, and greater air travel satisfaction from passengers.

10:15 – 11:00 a.m.
Transition to a performance-based NAS
Mark Boguski, Thales ATM
At the request of FAA Administrator Huerta, the RTCA NextGen Advisory Committee developed recommendations and approved a report in June 2013 on Increased Utilization of Performance Based Navigation in the NAS. The topic of PBN implementation is far reaching involving stakeholders across the NAS, and includes procedures, airspace redesign, mixed equipage, training, automation, regulations and the environment. In the U.S., Thales has more than 3,000 Thales NAVAIDS operational — with more than 7,000 operational around the globe — and can speak to the potential challenges associated with PBN.
Porcari
Continued from page 1

common type of go-around by 35 percent. The Federal Aviation Administration estimates these procedures will save airlines $9.8 million annually in fuel costs. United Airlines alone will save 100 to 200 pounds of fuel on each of its 120 daily arrivals into Denver.

- New precision-arrival routes into Dulles and Reagan National airports are expected to save airlines $2.3 million in fuel yearly and reduce carbon emissions by 7,300 metric tons—the equivalent of taking 1,500 cars out of the Washington, D.C. area each year.

President Obama, FAA Administrator Michael Huerta, and the rest of the administration are so committed to investing in aviation that they have earmarked $15.5 billion for the FAA in the 2014 budget, including nearly $1 billion for NextGen, Porcari said.

“We believe the business case for NextGen is compelling and should go forward,” he said. “This is the United States of America. We invented aviation and we are the ones that are going to take it into the future with NextGen.”

Equipage
Continued from page 1

public and private sector benefits of equipage. Mixed equipage is going to fragment the business case, he added, and value will decrease as deadlines are extended.

Joe Bertapelle, JetBlue, said his airline is very cognizant of return on investment and is currently doing an analysis of using ADS-B across the Gulf of Mexico.

Panelists answered the following questions from moderator Jim Ries of TASC:

Should mixed equipage be regionally or mass focused?
Bradley: We’re learning that if we have to sequence aircraft “up and out” through metrolplex activity, we cross central airspace. We’ve found there needs to be less focus on the terminal environment and more on the center environment, and we need the tools to do that.

O’Brien: The desire is nationwide equipage, but it can’t be a leap of faith. Proving the business case has to happen on a smaller basis: “You can’t ask for the whole enchilada without sampling a bit of the salsa.”

Can public-private partnerships circumvent budget shortfalls, and how?
Benich: There are potential downsides to designing the system based on individual-user initiatives. There has to be a certain amount of discipline and leadership by the FAA to not just build a master plan around a bunch of individual industries.

O’Brien: Incentives are important but absolutely need to be organized into an overall effective strategy. FAA needs to be clear on what it needs to achieve on each incentive, and the incentive has to be enough for carriers to choose to use it broadly.

Do stakeholders need to have policy changes for best-equipped, best-served?
Bertapelle: If you’re equipped, you should get the service.

Benich: We could do more to offer services that are aligned with the capability on the airplane. For example, we could encourage equipage by giving special benefits to aircraft that have datacomm.

Armstrong: If DoD aircraft are going into a place that’s high-use, we should have equipage to blend in with the constituents. But if we’re looking at the full national airspace, should there be restrictions like having to fly at a certain altitude? There has to be the ability to accommodate until everyone has the equipment.