



Meeting Summary, December 18, 2009

Air Traffic Management Steering Group (ATMSG)

The Air Traffic Management Steering Group (ATMSG) convened at 1:00 p.m. on December 18, 2009 in Conference Room 1019, Federal Aviation Administration (FAA), 800 Independence Avenue, SW, Washington, DC 20591.

The meeting discussions are summarized below. The meeting attendees are identified in Attachment 1.

Opening Remarks

ATMAC Chairman Captain Stephen Dickson, Delta Air Lines Senior Vice President-Flight Operations, and Hank Krakowski, FAA ATO COO, welcomed the ATMSG members.

FAA Organizational Update

Hank Krakowski said that the anticipated consolidation of the Performance Based Navigation (PBN) and RNAV organizations to accelerate the implementation of these beneficial procedures was briefed to FAA Administrator Babbitt and is now underway. The charter for the consolidated organization was developed by John McGraw (AVS) and Rick Day (ATO). An ongoing "lean" review of the PBN procedures is expected to result in a more efficient and timely approval process.

Regarding the ATO organization more broadly, Mr. Krakowski indicated that the major changes have been implemented and the organization is focused on performance.

NextGen Update and Task Force Follow Up

The remainder of the meeting was a wide-ranging discussion related to NextGen Task Force follow up activities, the forthcoming NextGen Implementation Plan (NGIP), and NextGen implementation more generally. Key points raised and discussed are summarized below.

- Mr. Krakowski reported that from his perspective the FAA was on track for a January 31 publication of the revised NextGen Implementation Plan; the NGIP will include material resulting from the recommendations of the NextGen Task Force
- Captain Dickson reported on the results of the NextGen Implementation Work Group (NGIWG) meeting that had taken place on the morning of December 18th, immediately prior to the ATMSG meeting.
 - Four hour meeting with good exchange of information; recognized that it would not be possible to fully understand and incorporate task force recommendations into the January revision of NGIP; anticipate needing ATMAC authorization to

extend the life of the NGIWG to allow for clarification work and gap analysis after the publication of the NGIP.

- During the NGIWG meeting there was discussion of the “alignment” between task force recommendations and the FAA plan in the NGIP; NGIWG agreed that there can only be one “plan” going forward and it must be the NGIP; agreed that the 2010 NGIP represents a transition and that by the 2011 NGIP the aviation community should not be discussing the Task Force 5 recommendations as distinct from the NGIP.
- This led to a brief ATMSG discussion without resolution regarding the next publication of the NGIP; the possibility of publishing an NGIP “update” in mid-2010 to incorporate the work of the NGIWG was mentioned as one alternative; a second alternative was to ensure that the work of the task force is fully integrated into the NGIP annual revision to be published in January 2011.
- The general NGIP discussion led to a discussion on the task force Metroplex recommendations, in general, the question of which Metroplexes to implement first, and on the challenges in the New York metro area, more specifically (if the community decided to implement the recommended NextGen capabilities there in the near future).
 - It was noted that implementation in the Metroplex areas is highly complex with many different parties needing to be included; the importance of establishing implementation priorities—both geographically and by operational capability—was recognized and acknowledged to be very difficult; the trade-off between the “quantity” and “quality” of implementations was noted; the importance of identifying industry agreed upon metrics to determine value was also noted.
 - PBN implementations in Metroplex areas to-date have all been “unique” and have “started over” without benefiting from the lessons learned in earlier implementations; the value of having a team of experts to assist in such implementations in the future was emphasized; Mr. Krakowski noted that such an approach was consistent with and would reinforce the “lean” initiative being undertaken by the FAA PBN group.
 - A number of members noted the potential opportunities and risks associated with focusing on the New York Metroplex sooner rather than later; it was generally acknowledged that, if successful, implementation in New York offers the greatest benefits, however, the risks are greater in New York than elsewhere; successful implementations in another complex Metroplex might deliver near-term benefits and pave the way for success in New York; other areas that were mentioned as good candidates included Houston, Denver, or Atlanta, or the area between Houston and South Florida (including the Gulf of Mexico).
- The discussion returned to the work of the NGIWG, the alignment of the FAA plan with the task force recommendations, and the venue for FAA-industry collaboration on NextGen going forward.
 - Captain Dickson stated there was clear FAA commitment to move in the direction of the task force recommendations, however, it was too early to determine the

degree of alignment in implementation details; Capt. Dickson reported he was “pleasantly surprised” to see how much work had been accomplished by the NGIWG teams and their FAA counterparts in the preceding week; he expressed “guarded optimism” that the collaboration between FAA and industry would continue and be fruitful.

- Capt. Dickson emphasized the importance of industry speaking with one voice (e.g., regarding RNP implementation priorities) and asked if ATMAC was the right venue for this to occur; Mr. Krakowski responded that he believed ATMAC was appropriate; it was noted that the ATMAC work groups (e.g., Requirements & Planning, Airspace) perhaps with some augmentation in membership have the expertise to address these issues and then to bring them to the ATMAC for public vetting.
- The importance of defining the appropriate criteria and establishing metrics to support implementation decision making and to assess the resulting benefits was emphasized; use of such criteria and metrics will drive lessons learned and contribute to the success of subsequent implementations.
- Other Comments
 - Mr. Krakowski noted that that the Congressional visit to the FAA Technical Center was very successful at demonstrating that NextGen is “real”
 - A press event in which Administrator Babbitt will participate is scheduled in Houston Center on January 11th related to the ADS-B IOC in Gulf of Mexico
 - Jim May noted that ATA is continuing to press for funding for NextGen equipage (specifically, ADS-B) and that language is included in the Senate bill

The meeting adjourned at 3:30 p.m.

Attachment 1
Meeting Attendance – December 18, 2009

ATMSG Members

In Attendance		Organization	Comment
Stephen	Dickson	Delta Air Lines, Inc.	Chairman
Henry	Krakowski	Federal Aviation Administration	
James	May	Air Transport Association	
John	Prater	Air Line Pilots Association	
Melissa	Rudinger	Aircraft Owners and Pilots Association	
Agam	Sinha	MITRE Corporation/CAASD	
Steve	Brown	National Business Aviation Association	For Ed Bolen
Roger	Cohen	Regional Airline Association	
Margaret	Jenny	RTCA, Inc.	

Non-Members

Individual	Affiliation
Raymond Glennon <i>ATMSG Secretary</i>	RTCA, Inc.