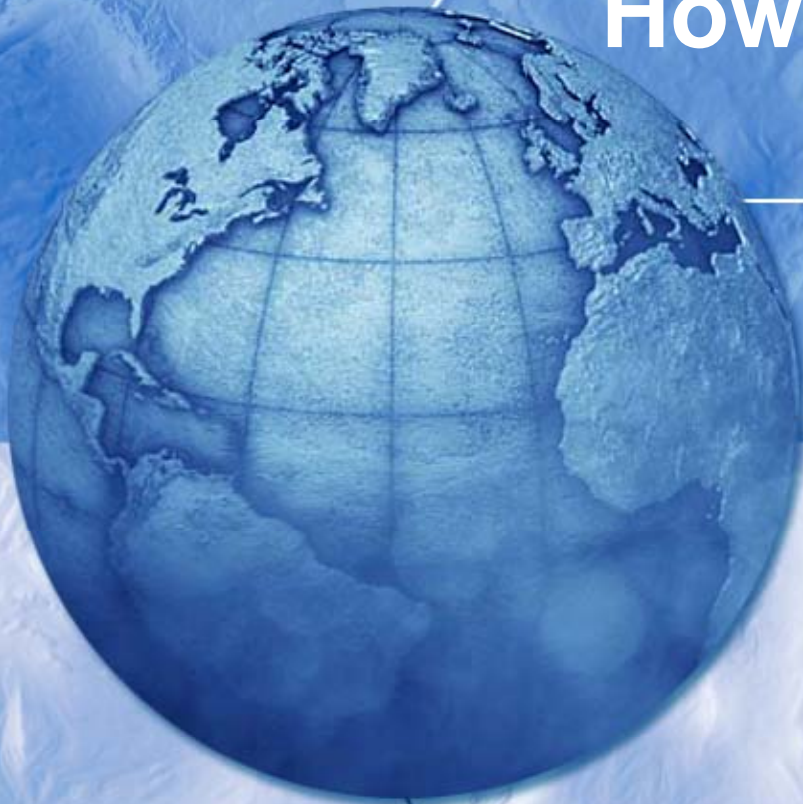


Advanced Management Technology, Inc.

NextGen: How Far?...How Fast?...



RTCA 2009 Symposium
Jeff Williams
Senior VP, Aviation Management
Services
June 10-11, 2009

● *An Information Technology Company*

AMTI[™]
A Tetra Tech Company

OVERVIEW

- Consensus
- Mixed Equipage
- Integrated Procedure Development
- Environmental



Consensus

- Move toward “Best Equipped – Best Served”
- Varies across aviation community (Safety is paramount)
 - Efficiency
 - Capacity
 - Access
- Varies within aviation organizations
 - Operators possess different capabilities
- Competing desires for same airspace/procedures may result in proliferation of mixed equipage



Mixed Equipage

- Traditional thought
 - RNAV vs Non RNAV
 - RNP vs Non RNP
- Move toward “Best Equipped – Best Served” concept
 - Variations within RNAV and RNP
 - FMS performance standards
 - AC 90-100 and AC 90-101 set the bar
 - Criteria developed to accommodate majority of capabilities (i.e., lowest common denominator)
 - Reduces benefit for high-end performers
 - Must evolve to agreed benefit and associated criteria
- Can we safely accommodate and accelerate?



Integrated Procedures

- What, Where, Who and Present Equipage Subgroups
 - Identified needed capability, proposed site locations and participating operators
 - Move toward successful implementation
 - Network of Procedures (Enable constant rate of climb/descent profiles)
 - Airspace Design
 - RNAV/RNP
 - Training (Pilot/Controller)
 - Environmental
 - Automation
 - De-conflict Airspace and permit non interfering operations



Environmental

- Probably our most challenging issue
 - Maximum benefit derived from non-overlay procedures
 - Will probably invoke EA and EIS activity
 - EA (\approx 18 months, \approx \$1M)
 - EIS (\approx 2 yrs, \approx \$1M Plus)
 - Schedule and cost impacts
 - Need for initial and continuous coordination with environmental community
 - May result in procedure modifications
 - Diminish benefit?

