

Transition to NGATS promises FAA savings **IF**

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Overripe Infrastructure

- **NDBs, VORs, TACANs, DMEs, Marker Beacons, LOC, GS, Loran C**
- **ARSRs, ASRs, PRMs, ASDEs, ATCBIs**
- **RCAGs, RTRs, RCOs,**

Money Saving Moves

- **Trust GPS – remove the rest of the NAV**
- **Outsource FSS [ALASKA too]**
- **Thin Comm based on 1x coverage**
- **Shut off Primary Radar**

More Cost Targets

- **Telecom scales with facility reductions**
- **Facility consolidations [ARTCCs + TRACONS]**

Staffing

- **Reduced maintainers**
- **No real controller savings [so far]**

Avionics

- **Heterogeneous collection of boxes**
- **Broad constituency**
- **Not easily managed**
- **VITAL to savings**

NGATS Concept

- **Enhanced Sat NAV & Comm**
- **Conflict free 4D contracts**
- **a/g Data Link**
- **ADS-B**
- **Dynamic Airspace**
- **High degree of automation**
- **Users' avionics matches airspace**

NGATS means more savings

- **Geographical independence**
- **More facility consolidation**
- **Much greater controller productivity**
 - **3 x traffic and fewer controllers**
- **Little fixed CNS infrastructure**

\$\$\$ IF

- **Navaid shutdowns**
- **Facility closures/consolidation**
- **No primary radar [funded by FAA]**
- **Much less terrestrial comm**
- **Labor agreements**
- **User avionics upgrades**

Quote

“The technology part is easy. It’s the policy part that’s hard!”

– Marty Pozesky – Aviation Consultant



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