

## INTERNATIONAL LEADERSHIP NextGen Technologies



Federal Aviation  
Administration

### FY 2008 Performance Target

*“Expand the use of Next Generation Air Transportation System (NextGen) performance-based systems to one priority country.”*

### Flight Plan Objective and Performance Target

**Objective 2:** Promote seamless operations around the globe in cooperation with bilateral, regional, and multilateral aviation partners.

**Performance Target:** By FY 2012, expand the use of Next Generation Air Transportation System (NextGen) performance-based systems and concepts to five priority countries.

	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
<b>Target<sup>1</sup></b>	N/A	1	1	1	1
<b>Actual</b>	N/A	1	1	1	

<sup>1</sup> The focus of this measure changed from U.S. NAS technologies to GPS-based technologies and procedures in FY06, and then to NextGen technologies in FY 2007. The targets and results for FY 2005 and FY 2006 are for the measures in effect during those years.

### Definition of Measure

**Unit of Measure:** Total number of countries taking a significant step, as a result of FAA assistance and collaboration, to implement the operational use of NextGen technologies, procedures, or concepts.

**Computation:** A count of the countries involved with FAA on technical assistance or general cooperation that have achieved significant implementation milestones on NextGen technologies, procedures, or concepts.

**Formula:** N/A

**Scope of Measure:** Priority countries are those countries viewed by the FAA as strategic partners in global aviation. These countries include Canada, Mexico, Brazil, Japan, India, China, and Australia, just to name a few. NextGen supporting technologies include, but are not limited to, the basic GPS system and its capabilities, Wide and Local Area Augmentation Systems (WAAS/LAAS), Performance Based Navigation (RNAV/RNP), Performance Based Communications, Performance Based Surveillance, Automatic Dependent Surveillance - Broadcast (ADS-B), Air Traffic Flow Management (ATFM), Reduced Vertical Separation Minima (RVSM) and System Wide Information Management (SWIM).

### Why the FAA Chooses this Measure

By working with international civil aviation authorities, organizations and States, the FAA can continue to enhance its international leadership role and ensure harmonization of U.S. NextGen technologies, procedures and concepts with global, regional and State-level air traffic management (ATM) modernization efforts. These same NextGen technologies, procedures, and concepts are currently being explored and implemented in the U.S. National Airspace System (NAS) and are critical to the success of the NextGen to handle the projected demands on the U.S. airspace system in the future. This global harmonization of aviation systems will increase the safety, capacity and efficiency of international aviation not only for U.S. carriers, but also for U.S. citizens traveling on foreign flag carriers.

### Source of the Data

The Air Traffic Organization (ATO) Operations Planning International Office manages and oversees ATO international cooperation, and is also actively engaged in defining and managing the activities of the Joint Planning and Development Office (JPDO) NextGen Global Harmonization Working Group. As such, the ATO Operations Planning International Office will monitor all activity progress underway related to NextGen

supporting technologies, procedures and concepts, and determine which country/State cooperative activity will ultimately close out this performance target for FY 2008. Data will then be collected to justify completeness.

#### **Statistical Issues**

N/A

#### **Completeness**

The FAA ATO Operations Planning International Office, as the owner of this initiative and performance target, is the office that monitors international activity throughout the fiscal year, collects all pertinent documentation related to the completion of this performance target, and then assesses if the performance target was successfully achieved.

#### **Reliability**

The FAA ATO Operations Planning International Office will coordinate with other supporting offices related to the management, monitoring and close-out of this performance target, mainly the different ATO Service Units, the FAA Office of International Aviation, and the JPDO to cross-check and validate the successful completion of this performance target.