Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON) Implementation Program
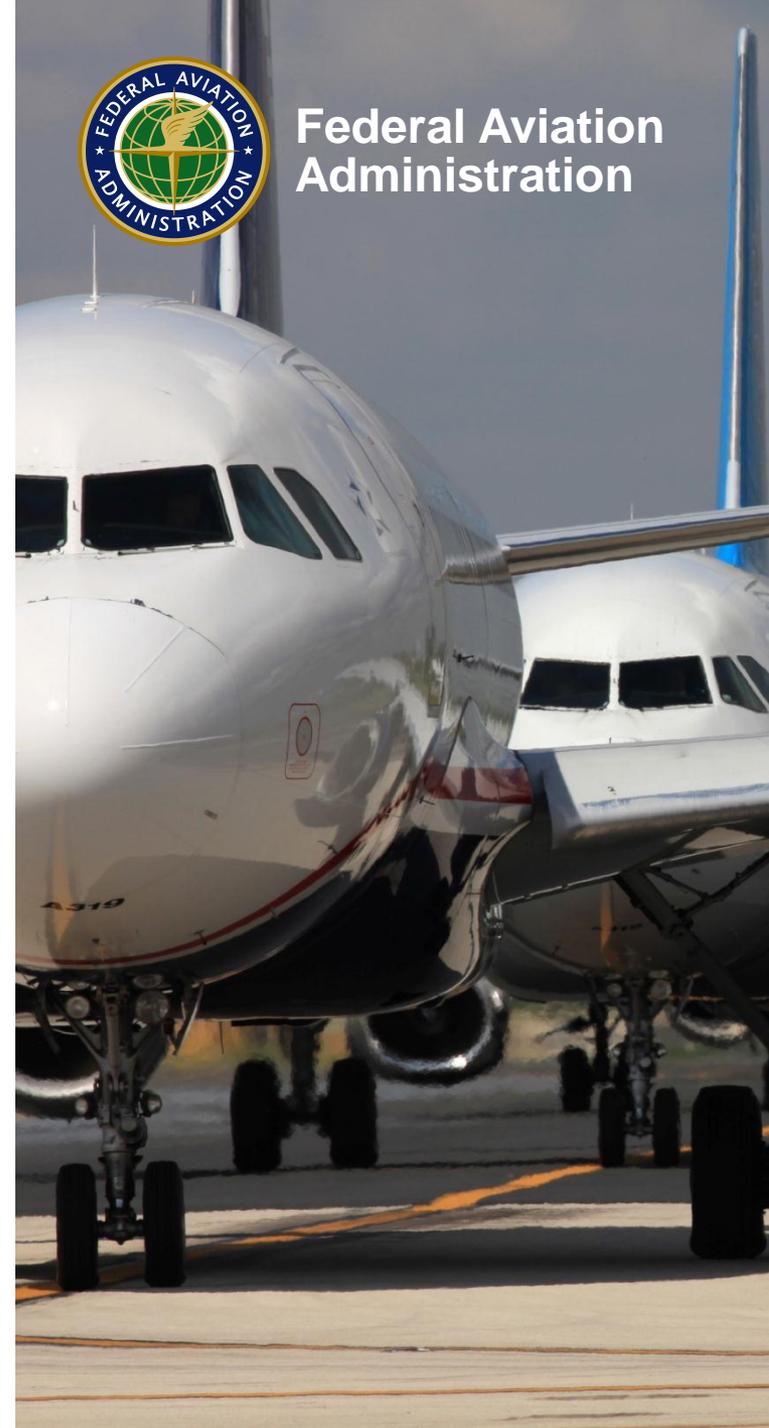
Federal Aviation Administration

Program Status

Presented to: Aeronautical Charting Forum

By: Rowena Mendez, Manager
      Navigation Programs, Systems Engineering Team

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Agenda

- **Background**
- **Objectives**
- **Program Status**
- **Notional Timeline**
- **Interdependencies**

Background

- **The FAA will transition from VOR-defined route structures as the primary means of navigation to Performance-Based Navigation (PBN)**
  - PBN uses Area Navigation (RNAV) and Required Navigation Performance (RNP)

- **VORs must give way to a more efficient means of air navigation**
  - Objective is to provide improved accuracy, availability, integrity, and continuity to support PBN

Objectives

- **The VOR Minimum Operational Network (MON) Implementation Program works collaboratively to provide management oversight, strategic implementation guidance and tactical implementation guidance**

  - Focuses on safety and coordination across organizational lines of business (LOBs)

  - Transitions from a legacy network of 967 VORs to a MON of approximately 500 VORs by FY2025

  - This is one of a myriad of complex activities required to shift resources from the legacy NAS into NextGen

Program Status

- **Successfully completed IARD**

- **Briefed the United States Coast Guard**
  - Requested the Coast Guards requirements
    - Analyze and determine impact

- **Collaborating with the Tactical Operations Committee (TOC)**
  - 4 tasks to be completed by July 2014
    - Provided FAA's response to task 1
    - Received Task 2 Report
    - Supporting preparations task 3 and 4

- **Analyzing the inputs from DoD Requirements**

- **Collaboration with Mission Support (AJV)**
  - Integration with Performance-Based Navigation (PBN)
  - Integration with the National Route Plan (NRP)
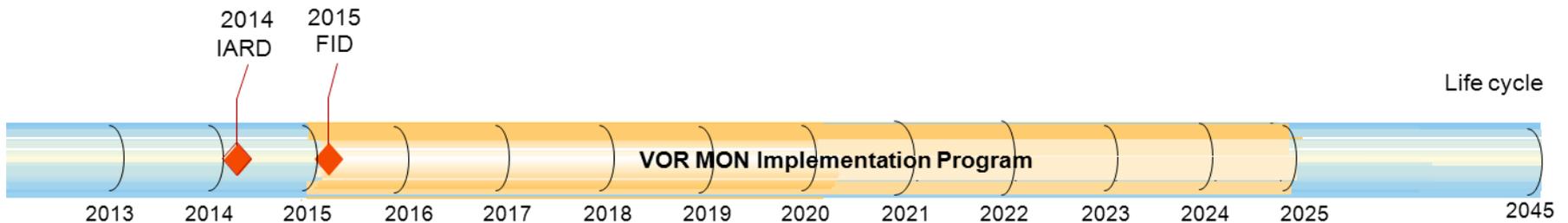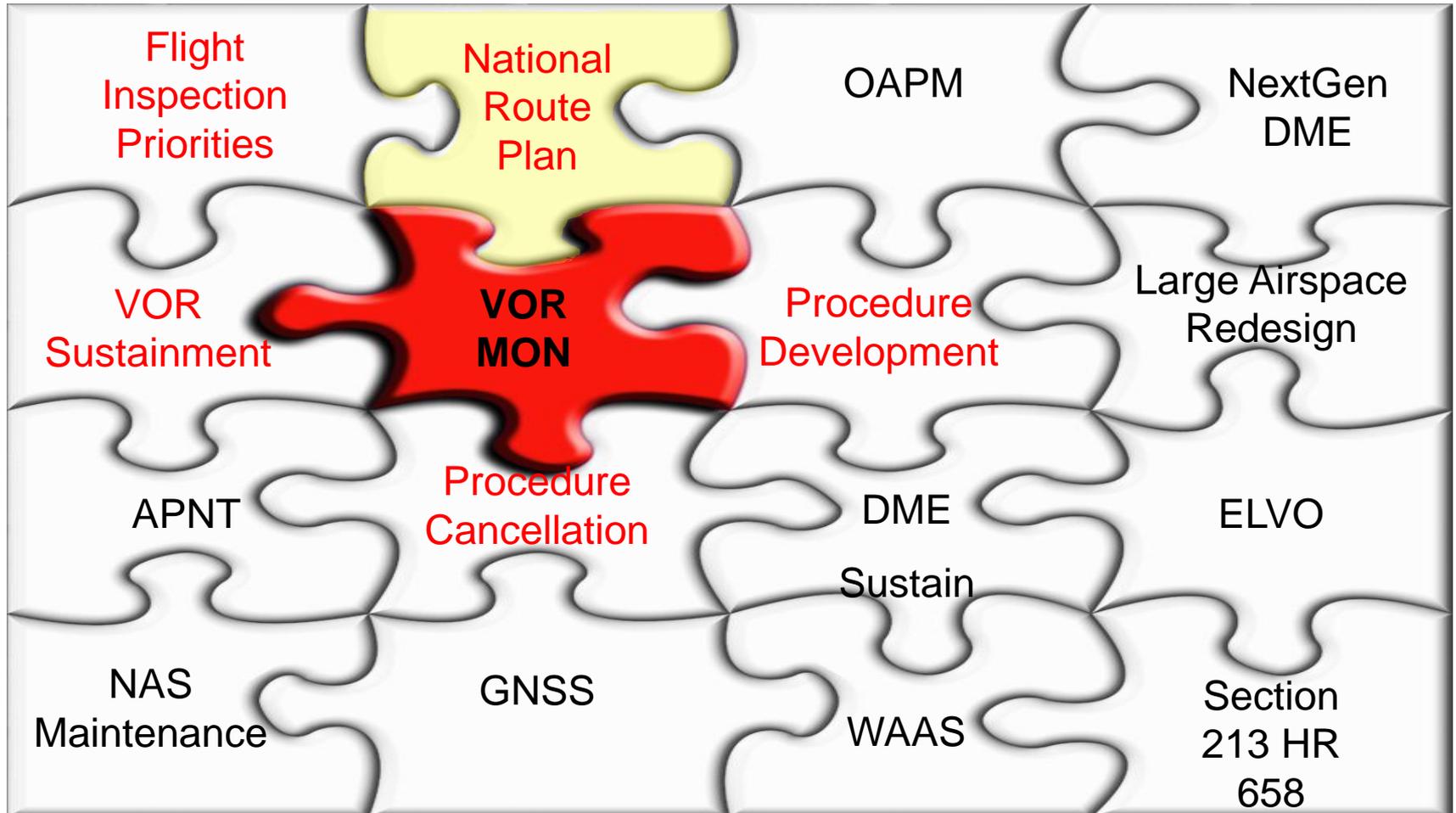 - Procedures and Charting Impact

VOR MON

VOR MON Strategy and Notional Timeline
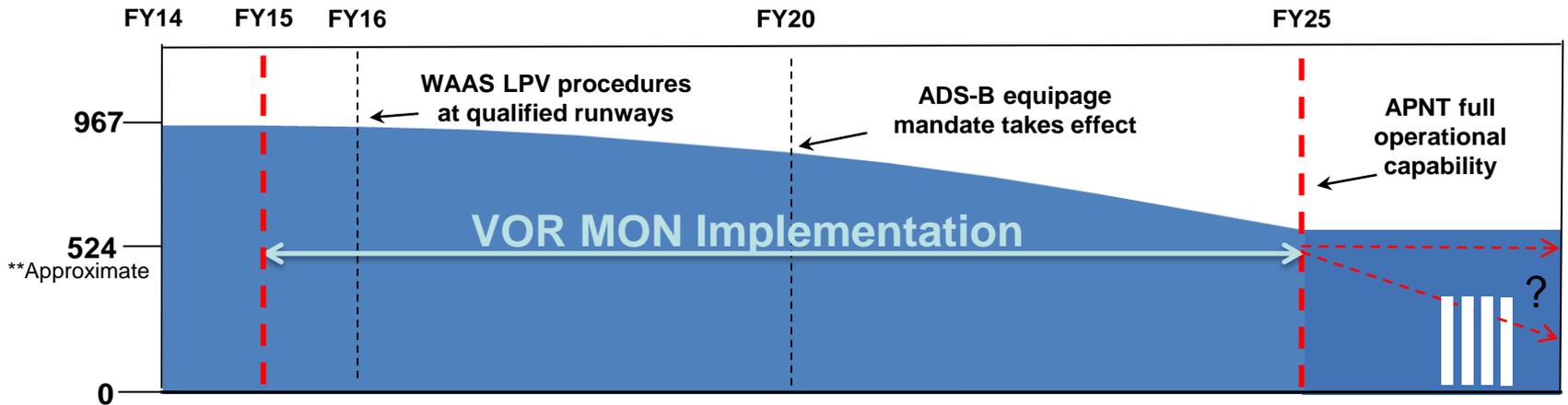
** The number of VORs comprising the MON may increase or decrease depending on the requirements for DoD / TOC

Interdependencies

RED - Interdependencies   BLACK – Competing Priorities

Next Steps

- Continue to refine program planning activities and begin development of required Final Investment Decision artifacts

- Continue collaborations with Spectrum Engineering, NASE and other stakeholders in support of the effort to extend the VOR service volume coverage, co-channel and adjacent channel testing

- Collaborate with DoD to finalize the submitted requirements

- Work with the US Coast Guard to address other requirements

- Continue collaborations with FAA stakeholders to identify and mitigate areas impacted by the program

Questions