

Fireside Chat with Kirk

- The Future of the NAS
 - NextGen:
 - No plain English description – so not sold to public
 - Haven't enrolled our partners - no defined roles or expectations for airports and states, for example.
 - Paradigm shift from AT Control to AT Management – have we explored this? Are we ready?
 - NextGen conversation overtaken by “controller numbers” story



NextGen continued

- Besides NextGen, what is the future of older initiatives such as WAAS/LAAS?
- Efficiency gains from tailored approaches
- SuperAWOS
- Maintaining US leadership for system design – IDEA: two layer NAS?
- Reauthorization will not happen absent industry consensus



Preserving Our Investment

- Are there “hammers” we should explore to give us the ability to “just say ‘no’”?
- Residential airparks – not prohibited per se – but approval would be a steep climb. Discretionary funding prospects would be tough to justify.



Safety Safety Safety

- Pilot education – wobbly leg on our three legged stool.
- ENotams with customized messages for airport “hot spots”.
- AIP funding for enhanced marking – top of the priority list. Go for it!
- Contract towers – critically important to safety.
- Part 139 inspectors and airport operators are partners in safety – profession, cordial, arms length.
- Beyond the safety checklist....ask “does it work?”
Signing example.



Customer Service

- FAA Airports is good with the concept the airport sponsors are our customers...not a “dirty word” for us.
- IOU: Info on automatic eMail notice of airspace actions, procedure changes.
- IOU: We will also follow up with the FPO on working with airport management in advance of publishing procedure changes (also specific IOU taken).



State of the Region *(let's keep rolling!)*

- *Let's talk about the Future*
- *“Nothing is more dangerous than an idea when it's the only one you have.”*
- *We have some ideas...we want more from you!*
- *What areas have we overlooked?*



Longer-view, Regional Airport Capital Improvement Program

- *Discussed at Monday's Workshop*
- *Vision: 5 – 7 year Airport Capital Improvement Program, that covers the whole region*
- *Better planned, more predictable, complete faster*
- *Get away from phasing – balance funding needs across region over more years*
- *Requires working with you earlier – to assure you are ready*
- *Get away from last minute environmental approvals*



Place Naming

- *Realities and request for a broader view*
- *Earmarks don't create money*
- *Unanticipated earmarks show up late – defer planned projects*
- *Earmarks do not justify a project*
- *Earmarks do not make a project eligible*
- *Earmarks do not circumvent an approved ALP*
- *Earmarks do not circumvent environmental review and approval processes*
- *Planning is wisdom, even for Earmarks*



Back to IDEAS



Runway and surface safety –

Are we fully evaluating surface safety issues in our airport planning?

- Pavement geometry in terms of safer runway crossings, for example?*
- Surface vehicle operations in terms of routes, control, guidance, pavement configurations?*
- Standards*
- Are we using, really exploiting, the planning process to take a hard look at these issues of surface and runway safety?*



Planning for Compliance

- *Anticipate the pressures*
- *Plan the perimeter – and prepare to repel borders*
- *Know what any TTF agreement would have to include – and talk about it in the public planning process*



State System Planning

- *Could we “harmonize” some data set...so they “add”?*



Thank You for Listening!

Please let us know if you want to
explore any of these or other
ideas



