



## NextGen Advisory Committee (NAC) Taskings

ID	Task Name	Description	Date Issued	Date of NAC Approval	Status	Links
1	<b>Northeast Corridor:</b> Joint Analysis Team (JAT) Assessment of Phase 1 Improvements	The FAA requests that the NextGen Advisory Committee establish a Joint Analysis Team (JAT) to reach an industry consensus on the performance impacts and benefits in the Northeast Corridor resulting from implementation of Phase 1 commitments.	June 2018	July 2020	Complete	NAC Tasking Letter: <a href="#">NAC Task 1</a>
2	<b>Northeast Corridor:</b> Finalize Phase 2 Recommendations	The FAA requests that the NextGen Advisory Committee provide Phase 2 recommendations for planning, implementation and industry commitments through calendar year 2021.	June 2018	June 2018	Complete	NAC Tasking Letter: <a href="#">NAC Task 2</a>
3	<b>Finalize 2019-2021 Joint Implementation Rolling Plan</b>	The FAA requests that the NextGen Advisory Committee provide status on recommendations for planning, implementation, and industry commitments, with regard to Data Communications, Surface and Data Sharing, Performance Based Navigation, and Multiple Runway Operations. The goal is to have a final report during the October (2018) NAC meeting.	June 2018	October 2018	Complete	NAC Tasking Letter: <a href="#">NAC Task 3</a>



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18-4	<b>Northeast Corridor:</b> Implementation Risks and Mitigations of the NextGen Priorities Joint Implementation Plan	<p>The FAA requests that the NAC continue to identify Northeast Corridor (NEC) risks and mitigations to the successful operational implementation of industry commitments with respect to the NextGen Priorities Joint Implementation Plan through calendar year 2022. The NAC should also include any needed industry mitigations to support the successful operational integration of the joint commitments.</p> <p>Report identified NEC industry Risks and Mitigations Recommendations during upcoming NAC meetings:</p> <ul style="list-style-type: none"><li>Fall 2021: NEC Risks and Mitigation Recommendations Report</li><li>Spring 2022: NEC Risks and Mitigations Recommendations Report</li><li>Summer 2022: NEC Risks and Mitigations Recommendations Report</li><li>Fall 2022: NEC Risks and Mitigations Recommendations Report</li></ul>	<p><b>Original Tasking:</b> October 2018</p> <p><b>Renewal/Continued:</b> February 2020</p> <p><b>Renewal/Continued (2):</b> August 2021</p> <p><b>Renewal/Continued (3):</b> January 2023</p>	TBD	Active	<p><b>NAC Tasking Letters:</b></p> <p><a href="#">NAC Task 18-4</a></p> <p><a href="#">NAC Task 18-4 (Renewal)</a></p> <p><a href="#">NAC Task 18-4 (Renewal #2)</a></p> <p><a href="#">NAC Task 18-4 (Renewal #3)</a></p>
18-5	<b>NextGen Priorities Four Focus Areas:</b> Implementation Risks and Mitigations of the NextGen Priorities Joint Implementation Plan	<p>The FAA requests that the NAC continue to identify industry risks and mitigations to the successful operational implementation of the four focus areas (i.e., Data Communications, Multiple Runway Operations, Performance Based Navigation, and Surface and Data Sharing) with respect to industry commitments specified in the NextGen Priorities Joint Implementation Plan through calendar year 2022.</p> <p>Report identified Risks and Mitigations Recommendations for each focus area during upcoming NAC meetings:</p> <ul style="list-style-type: none"><li>Fall 2021: Four Focus Areas Risks and Mitigation Recommendations Report</li><li>Spring 2022: Four Focus Areas Risks and Mitigation Recommendations Report</li><li>Summer 2022: Four Focus Areas Risks and Mitigation Recommendations Report</li><li>Fall 2022: Four Focus Areas Risks and Mitigation Recommendations Report</li></ul>	<p><b>Original Tasking:</b> October 2018</p> <p><b>Renewal/Continued:</b> February 2020</p> <p><b>Renewal/Continued (2):</b> August 2021</p> <p><b>Renewal/Continued (3):</b> January 2023</p>	TBD	Active	<p><b>NAC Tasking Letters:</b></p> <p><a href="#">NAC Task 18-5</a></p> <p><a href="#">NAC Task 18-5 (Renewal)</a></p> <p><a href="#">NAC Task 18-5 (Renewal #2)</a></p> <p><a href="#">NAC Task 18-5 (Renewal #3)</a></p>



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19-1 / 20-4	NAS Aircraft Minimum Capability List (MCL)	<p><b>19-1: NAS Aircraft Minimum Capability List (MCL)</b></p> <p>The NAC is asked to identify steps for further socialization and engagement strategies, to include additional stakeholders, to drive acceptance, use, and common understanding of benefits associated with the MCL.</p> <p>This NAC advice should include, but not be limited to, the following:</p> <ul style="list-style-type: none"><li>• Collaborative analysis of current fleet equipage with respect to the MCL capabilities;</li><li>• Socialization of the MCL with additional stakeholder groups, including aircraft and equipment manufacturers and regional airlines not involved in discussions to-date; and</li><li>• Recommendations on steps to drive MCL adoption and commitments to equip aircraft with the associated capabilities.</li></ul> <p>This strategy should be provided on the following schedule:</p> <ul style="list-style-type: none"><li>• Fall 2019: NAC provides an interim progress report on the MCL efforts; and</li><li>• Summer 2020: NAC provides a report on the MCL efforts.</li></ul>	Original Tasking October 2019  Extended: September 2020	November 2020	Complete	<p>NAC Tasking Letters: <a href="#">NAC Task 19-1</a>  <a href="#">NAC Task 20-4 (19-1 Extension)</a></p>
		<p><b>20-4 (Task 19-1 Extension): NAS Aircraft Minimum Capabilities List (MCL)</b></p> <p>This tasking was originally issued prior to the emergence of the COVID-19 pandemic and its resulting economic impact on the aviation community. The FAA is cognizant of the need for the NextGen Advisory Committee (NAC) members to remain focused on restarting industry operations as an essential part of the national recovery. This tasking is extended through Fall 2020.</p> <p>The NAC is asked to identify steps for further socialization and engagement strategies, to include additional stakeholders, to drive acceptance, use, and common understanding of benefits associated with the MCL.</p> <p>The NAC advice should include the following:</p> <ul style="list-style-type: none"><li>• Collaborative analysis of current fleet equipage with respect to the MCL capabilities;</li><li>• Socialization of the MCL with additional stakeholder groups, include aircraft and equipment manufacturers and regional airlines not involved in discussions to-date; and</li><li>• Recommendations on steps to drive MCL adoption and commitments to equip aircraft with the associated capabilities, including developing cost / benefit and scoping cases – as proposed by the NAC.</li></ul> <p>This advice should be provided on the following schedule:</p> <ul style="list-style-type: none"><li>• Fall 2020: NAC provides a report on the MCL efforts.</li></ul>				<p>NAC Report: <a href="#">NAC Task 19-1/20-4 Final Report</a></p> <p>MCL Matrix: <a href="#">MCL Forward Fit Equipage (xls)</a></p>



# NextGen Advisory Committee (NAC) Taskings

ID	Task Name	Description	Date Issued	Date of NAC Approval	Status	Links
19-2 / 20-3	19-2: Enhanced Air Traffic Services (EATS)	<p><b>19-2: Enhanced Air Traffic Services (EATS)</b></p> <p>The NAC is asked to provide advice to the FAA in accordance with FAA Reauthorization Act of 2018, Section 547. To include, but not limited to the following elements:</p> <ul style="list-style-type: none"><li>Interim: Identify Potential Airports and Candidate Applications<ul style="list-style-type: none"><li>By Fall 2019, identify a short list of potential candidate airports and applications (airport, aircraft capability, and concept) for the pilot program</li><li>For airports, while the legislation points to providing preferential basis at airports with Ground Delay Programs, the FAA seeks a recommendation from Industry if this is appropriate or other airports are preferred and why</li><li>Describe potential and targeted benefits of most value to industry</li><li>Identify any watch items, especially system impacts, for consideration in the final phase</li></ul></li></ul> <p>Final: Down Select Candidate Airports and Applications</p> <ul style="list-style-type: none"><li>By Spring 2020, down select to three pilot program candidates</li><li>Define how implementing each of the pilot program candidates will lead to measurable benefits</li><li>For each pilot program candidate proposed, identify one or more operator sponsor(s) with commitment of aircraft and training</li></ul>	Original Tasking October 2019  Extended: August 2020	March 2021	Complete	NAC Tasking Letters: <a href="#">NAC Task 19-2</a>  <a href="#">NAC Task 20-3 (19-2 Extension)</a>
	20-3 (19-2 Extension): FAA Reauthorization Act of 2018, Section 547	<p><b>20-3 (19-2 Extension): FAA Reauthorization Act of 2018, Section 547</b></p> <p>This tasking was originally issued prior to the emergence of the COVID-19 pandemic and its resulting economic impact on the aviation community. The FAA is cognizant of the need for the NextGen Advisory Committee (NAC) members to remain focused on restarting industry operations as an essential part of the national recovery. This tasking is extended through Fall 2020.</p> <p>The NAC is asked to identify steps for further socialization and engagement strategies, to include additional stakeholders, to drive acceptance, use, and common understanding of benefits associated with the MCL.</p> <p>The NAC advice should include the following:</p> <ul style="list-style-type: none"><li>Collaborative analysis of current fleet equipage with respect to the MCL capabilities;</li><li>Socialization of the MCL with additional stakeholder groups, include aircraft and equipment manufacturers and regional airlines not involved in discussions to-date; and</li><li>Recommendations on steps to drive MCL adoption and commitments to equip aircraft with the associated capabilities, including developing cost / benefit and scoping cases – as proposed by the NAC.</li></ul> <p>This advice should be provided on the following schedule:</p> <ul style="list-style-type: none"><li>Fall 2020: NAC provides a report on the MCL efforts.</li></ul>				NAC Report: <a href="#">NAC Task 19-2/20-3 Final Report</a>



## NextGen Advisory Committee (NAC) Taskings

ID	Task Name	Description	Date Issued	Date of NAC Approval	Status	Links
19-3	<b>Northeast Corridor:</b> Joint Analysis Team (JAT) Assessment of Phase 2 Improvements	<p>The NAC is asked to continue the JAT, to reach an industry consensus on the performance impacts and benefits in the NEC resulting from implementation of Phase 2 commitments</p> <ul style="list-style-type: none"><li>The JAT will present updated findings on a semiannual basis or approximately every other NAC meeting. These updates will continue until nine months after the last NEC milestone implementation.</li></ul>	December 2019	TBD	Active	NAC Tasking Letter: <a href="#">NAC Task 19-3</a>



# NextGen Advisory Committee (NAC) Taskings

ID	Task Name	Description	Date Issued	Date of NAC Approval	Status	Links
19-4 / 20-5	Performance Based Navigation (PBN) Clarification	<p><b>19-4: Performance Based Navigation (PBN) Clarification</b></p> <p>The NAC is asked to provide aviation community consensus advice by;</p> <ul style="list-style-type: none"><li>Developing consensus agreement on a PBN baseline (FAA-procedures, industry-equipage);</li><li>Developing consensus agreement on a joint definition of a PBN NAS; and</li><li>Developing consensus agreement, based on gaps in baseline analysis at Core 30 airports (minus HNL, plus TEB), on a list of specific desired outcomes.</li></ul> <p>Scope:</p> <ul style="list-style-type: none"><li>FAA will provide MITRE data;</li><li>Limited to three NAC and three FAA participants; and</li><li>Complete work within three months of start.</li></ul>	Original Tasking December 2019  Extended: September 2020	November 2020	Complete	<p>NAC Tasking Letters:</p> <p><a href="#">NAC Task 19-4</a></p> <p><a href="#">NAC Task 20-5 (19-4 Extension)</a></p>
		<p><b>20-5 (Task 19-4 Extension): Performance Based Navigation (PBN) Clarification</b></p> <p>This tasking was originally issued prior to the emergence of the COVID-19 pandemic and its resulting economic impact on the aviation community. The FAA is cognizant of the need for the NAC members to remain focused on restarting industry operations as an essential part of the national recovery. This tasking is extended through Fall 2020.</p> <p>It has been several years since the publication of the 2016 Performance Based Navigation National Airspace System Navigation Strategy. Now is an appropriate time to gain further advice from the NAC to ensure the aviation community and FAA remain synchronized in the delivery and use of PBN capabilities and in achieving operational benefits. The FAA requests further definition and advice from the NAC in the form of this task.</p> <p>The NAC advice should include the following:</p> <ul style="list-style-type: none"><li>Developing consensus agreement on a PBN baseline (FAA-procedures, industry-equipage);</li><li>Developing consensus agreement on a joint definition of a PBN NAS; and</li><li>Developing consensus agreement, based on gaps in baseline analysis at Core 30 airports (minus HNL, plus TEB); on a list of specific desired outcomes.</li></ul> <p>Scope:</p> <ul style="list-style-type: none"><li>FAA will provide the NAC team an update on current and near-term forecast of NAS operations.</li><li>FAA will provide the NAC team an update of current FAA/NAC initiatives that might be considered in fulfillment of any part of PBN Clarification requirements.</li></ul> <p>This advice should be provided on the following schedule:</p> <ul style="list-style-type: none"><li>Fall 2020: NAC provides a report on the PBN Clarification efforts</li></ul>				<p>NAC Report:</p> <p><a href="#">NAC Task 19-4/20-5 Final Report</a></p>



# NextGen Advisory Committee (NAC) Taskings

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20-1 / 21-2	ADS-B In Commercial Application Technologies	<p><b>20-1: ADS-B In Commercial Application Technologies</b></p> <p>The NAC is tasked to provide the FAA with insight from the industry on their potential application acquisitions and deployment plans, including a timeline of ADS-B In commercial application technologies pursued by the aviation community.</p> <p>The NAC advice should include the following:</p> <ul style="list-style-type: none"><li>A comprehensive list of ADS-B In commercial applications that NAC members either have or intend to invest in (within the next 5-10 years).</li><li>A comprehensive list of ADS-B In commercial applications that are promising and a list of the NAC members tracking this list for future acquisitions.</li></ul> <p>Scope:</p> <ul style="list-style-type: none"><li>FAA will provide the SMEs.</li><li>MITRE may be used as a trusted clearing house for data (considered sensitive in nature to the operators).</li><li>Complete work and provide a final recommendation report no later than the Spring 2021 NAC meeting.</li></ul>	Original Tasking August 2020  Extended: March 2021	June 2021	Complete	<p>NAC Tasking Letters:</p> <p><a href="#">NAC Task 20-1</a></p> <p><a href="#">NAC Task 21-2 (20-1 Extension)</a></p>
		<p><b>21-2 (Task 20-1 Extension): ADS-B In Commercial Application Technologies</b></p> <p>The NAC is tasked to provide the FAA with insight from industry on their potential application acquisitions and deployment plans, including a timeline of ADS-B In commercial application technologies pursued by the aviation community.</p> <p>The NAC advice should include the following:</p> <ul style="list-style-type: none"><li>A comprehensive list of ADS-B In commercial applications that NAC members either have or intend to invest in (within the next 5-10 years).</li><li>A comprehensive list of ADS-B In commercial applications that are promising and a list of the NAC members tracking this list for future acquisitions.</li></ul> <p>Scope:</p> <ul style="list-style-type: none"><li>FAA will provide the SMEs.</li><li>MITRE may be used as a trusted clearing house for data (considered sensitive in nature to the operators).</li><li>Complete work and provide a final recommendation report no later than the Summer 2021 NAC meeting.</li></ul>				<p>NAC Report:</p> <p><a href="#">NAC Task 20-1/21-2 Final Report</a></p>



# NextGen Advisory Committee (NAC) Taskings

ID	Task Name	Description	Date Issued	Date of NAC Approval	Status	Links
20-2	Vertical Navigation (VNAV)	<p><b>20-2: Vertical Navigation (VNAV)</b></p> <p>The NAC is tasked to provide the FAA an industry plan to address the existing equipage gap that prevents the full use of Required Navigation Performance (RNP) approaches for parallel operations. Currently, simultaneous operations cannot be used effectively by operators or air traffic control without a high participation rate. This change will allow the FAA to move forward and unlock larger safety and efficiency benefits associated with initiatives such as, Performance Based Navigation (PBN) paths to final approach, and Established on RNP (EoR).</p> <p>The NAC advice should include the following:</p> <ul style="list-style-type: none"><li>A comprehensive assessment of mainline and regional airline impediments to equipage for full VNAV operations.</li><li>Achieve consensus on a plan to eliminate impediments to equipage for VNAV operations.</li><li>Where complete consensus cannot be achieved, identify those operators or industry organizations which cannot come to consensus agreement and provide a minority opinion on any objections.</li></ul> <p>Scope:</p> <ul style="list-style-type: none"><li>FAA will provide the SMEs.</li><li>MITRE may be used as a trusted clearing house for data (considered sensitive in nature to the operators).</li><li>Include other stakeholder organizations to include relevant manufacturers and pilot unions.</li><li>Complete work and provide a final recommendation report no later than the Fall 2020 NAC meeting</li></ul>	Original Tasking August 2020  Revision: January 2021	June 2021	Complete	<p>NAC Tasking Letters:</p> <p><a href="#">NAC Task 20-2</a></p> <p><a href="#">NAC Task 20-2 (Revision)</a></p>
		<p><b>Task 20-2 (Revision): Vertical Navigation (VNAV)</b></p> <p>The NAC is tasked to provide the FAA an industry plan to address the existing equipage gap that prevents the full use of Required Navigation Performance (RNP) approaches for parallel operations. Currently, simultaneous operations cannot be used effectively by operators or air traffic control without a high participation rate. This change will allow the FAA to move forward and unlock larger safety and efficiency benefits associated with initiatives such as, Performance Based Navigation (PBN) paths to final approach, and Established on RNP (EoR).</p> <p>The NAC advice should include the following:</p> <ul style="list-style-type: none"><li>A comprehensive assessment of mainline and regional airline impediments to equipage for full VNAV operations.</li><li>Achieve consensus on a plan to eliminate impediments to equipage for VNAV operations.</li><li>Where complete consensus cannot be achieved, identify those operators or industry organizations which cannot come to consensus agreement and provide a minority opinion on any objections.</li></ul> <p>Scope:</p> <ul style="list-style-type: none"><li>FAA will provide the SMEs.</li><li>MITRE may be used as a trusted clearing house for data (considered sensitive in nature to the operators).</li><li>Include other stakeholder organizations to include relevant manufacturers and pilot unions.</li><li>Complete work and provide a final recommendation report no later than the Summer 2021 NAC meeting.</li></ul>				<p>NAC Report:</p> <p><a href="#">NAC Task 20-2 Final Report</a></p>



# NextGen Advisory Committee (NAC) Taskings

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21-1	NAS Aircraft Minimum Capabilities List (MCL) Annual Review	<b>Task 21-1: NAS Aircraft Minimum Capabilities List (MCL) Annual Review</b>  The NAC is asked to periodically review the MCL, published by the NAC in 2020, and provide any recommendations for updates or changes on an annual basis, including but not limited to: <ul style="list-style-type: none"><li>Assumptions that need re-evaluation;</li><li>Quick refresher of available technology or op specs and any new technologies announced by industry;</li><li>Changes in scope or changes in views of retrofit by industry;</li><li>Any recommendations on steps to further drive MCL adoption and commitments to equip aircraft with the associated capabilities; and</li><li>Any updates to cost/benefit data provided by the NAC</li></ul> This advice should be provided on the following schedule: <ul style="list-style-type: none"><li>Fall 2021: NAC provide a report on the MCL annual review</li><li>Fall 2022: NAC provide a report on the MCL annual review</li></ul>	Original Tasking March 2021  Revision: January 2023	Fall 2021 Report: October 2021  Spring 2023 Report: February 2023	Complete	NAC Tasking Letter: <a href="#">NAC Task 21-1</a>  <a href="#">NAC Task 21-1 (Revision)</a>
		<b>Task 21-1 (Revision): NAS Aircraft Minimum Capabilities List (MCL) Annual Review</b>  The NAC is asked to periodically review the MCL, published by the NAC in 2020, and provide any recommendations for updates or changes on an annual basis, including but not limited to: <ul style="list-style-type: none"><li>Assumptions that need re-evaluation;</li><li>Quick refresher of available technology or op specs and any new technologies announced by the industry;</li><li>Changes in scope or changes in views of retrofit by industry;</li><li>Any recommendations on steps to further drive MCL adoption and commitments to equip aircraft with the associated capabilities; and</li><li>Any updates to cost/benefit data provided by the NAC.</li></ul> This advice should be provided on the following schedule: <ul style="list-style-type: none"><li>Spring 2023: the NAC provides a report on the MCL annual review</li></ul>				NAC Report: <a href="#">NAC Task 21-1 Final Report</a>



# NextGen Advisory Committee (NAC) Taskings

ID	Task Name	Description	Date Issued	Date of NAC Approval	Status	Links
22-1	Prioritize NextGen Programs for Implementation	<p>The NAC is tasked to provide the FAA a consensus prioritized list of the following future implementation NextGen programs:</p> <ul style="list-style-type: none"><li>Terminal Flight Data Manager (TFDM)</li><li>Time-Based Flow Management (TBFM)</li><li>En Route Data Communications Initial Services</li><li>En Route Data Communications Full Services</li><li>ADS-B In</li></ul> <p>Scope:</p> <ul style="list-style-type: none"><li>FAA will provide Subject Matter Expert support</li><li>Complete work and provide Prioritization Report no later than April 27, 2022</li></ul>	April 2022	April 2022	Complete	<p>NAC Tasking Letter: <a href="#">NAC Task 22-1</a></p> <hr/> <p>NAC Report: <a href="#">NAC Task 22-1 Final Report</a></p>



NextGen Advisory Committee (NAC) Taskings

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23-1/ 23-2	National Airspace System (NAS) Airspace Efficiencies	<p><b>Task 23-1: National Airspace System (NAS) Airspace Efficiencies</b></p> <p>Achieve greater airspace efficiencies while reducing reliance on, and divest from, legacy systems and procedures and move to a reliance on a more modernized NAS.</p> <p>The FAA offers the following suggestions for this task:</p> <ol style="list-style-type: none"><li>1. Within the scope of current FAA automation capabilities, explore opportunities for increased utilization of existing Performance Based Navigation (PBN) procedures.</li><li>2. Identify opportunities for industry to leverage efficiencies gained from their avionics and dispatch systems investments, which may allow the FAA to divest from certain legacy NAS elements.</li><li>3. Identify opportunities for the FAA to remove existing and infrequently used Instrument Flight Procedures (IFPs).</li><li>4. Identify opportunities to modify existing IFPs/Standard Instrument Departure Procedures (SIDs)/Standard Terminal Arrival Procedures (STARs) to gain overall airspace efficiencies.</li><li>5. Identify a baseline PBN and non-PBN IFP infrastructure to provide the minimum service level and airport access for both non-Global Positioning System/Area Navigation equipped aircraft and aircraft with advanced avionics for each Navigation Services Group Airport Category (1-5).</li><li>6. Identify trends in IFP/SID/STAR inventory that might be used as a national standard.</li><li>7. Explore opportunities for efficiencies with the use of Advanced Required Navigation Performance in conjunction with the Performance Based Operations Aviation Rulemaking Committee.</li><li>8. Work with the NAC Subcommittee Minimum Capabilities List (MCL) Team to capitalize on any cross-cutting issues that might support both tasks and industry achieving MCL-level of equipage.</li></ol> <p>The FAA asks that the NAC provide an interim progress report by Summer of 2023 and a full briefing by Fall of 2023.</p>	January 2023	TBD	Active	<p>NAC Tasking Letter: <a href="#">NAC Task 23-1</a></p> <p><a href="#">NAC Task 23-1 (Extension)</a></p>
		<p><b>Task 23-2 (Task 23-1 Extension): National Airspace System (NAS) Airspace Efficiencies</b></p> <p>The FAA requests NAC advice on ways to achieve greater airspace efficiencies as we collaboratively attempt to reduce reliance on, and divest from legacy NAS systems and procedures, and move to a reliance on a more modernized NAS.</p> <p>The FAA offers the following suggestions as a way to begin the efficiency discussions:</p> <ol style="list-style-type: none"><li>1. Within the scope of current FAA automation capabilities, explore opportunities for increased utilization of existing Performance Based Navigation (PBN) procedures.</li><li>2. Identify opportunities for industry to leverage efficiencies gained from their avionics and dispatch systems investments while simultaneously allowing the FAA to divest from legacy NAS elements that do not contribute to those efficiencies.</li><li>3. Identify opportunities for the FAA to remove existing and infrequently used Instrument Flight Procedures (IFPs).</li><li>4. Identify opportunities to potentially modify existing IFPs/Standard Instrument Departure Procedures (SIDs)/Standard Terminal Arrival Procedures (STARs) to gain overall airspace efficiencies.</li></ol>	October 2023			



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		<div>5. Identify a recommended baseline PBN and non-PBN IFP infrastructure to provide the minimum service level and airport access for both non-Global Positioning System /Area Navigation equipped aircraft and aircraft with advanced avionics for each Navigation Services Group Airport Category (1-5).</div> <div>6. Identify any trends in IFP/SID/STAR inventory suggestion (above) that might be used as a national standard.</div> <div>7. Explore opportunities for even greater efficiencies with the use of Advanced Required Navigation Performance the Performance Based Operations Advisory Rulemaking Committee is pursuing.</div> <div>8. Work with the NAC Subcommittee Minimum Capabilities List Team to capitalize on any cross-cutting issues that might support both taskings and industry achieving MCL-level of equipage.</div> <div>This advice should be provided on the following schedule:<ul style="list-style-type: none"><li>Summer 2024: Interim briefing and progress report</li><li>Fall 2024: Full briefing and report on NAS Airspace Efficiency advice and recommendations</li></ul></div>				
23-3	En Route Data Communications: Joint Analysis Team (JAT) Assessment	<div><b>Task 23-3: En Route Data Communications: Joint Analysis Team Assessment</b></div> <div>The NAC is asked to work with the Data Comm NextGen Integration Working Group to form a Joint Analysis Team (JAT) to reach an industry consensus on the operational benefits resulting from the implementation of En Route Data Comm.</div> <div>The NAC advice should include the following:<ul style="list-style-type: none"><li>Identified benefit mechanisms of En Route Data Comm</li><li>Identified data source(s) and data validation steps</li><li>Description of the benefit methodologies of En Route Data Comm</li><li>Quantified operational benefits of En Route Data Comm</li></ul></div> <div>The program scope for this tasking shall include the following:<ul style="list-style-type: none"><li>All Air Route Traffic Control Centers with active En Route Data Comm</li><li>All relevant data source(s)</li></ul></div> <div>The FAA requests the JAT to provide an update at each of the NAC meetings through calendar year 2024, with the final report by the Fall 2024 meeting.</div>	December 2023	TBD	Active	NAC Tasking Letter: <a href="#">NAC Task 23-3</a>