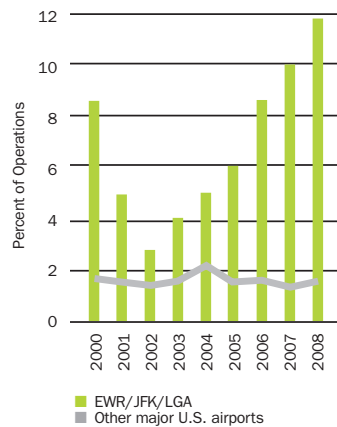


nowgen

Too often, when we talk about the introduction of major new systems and technologies, especially when the government is involved, the focus is 10, 15 or even 20 years into the future. The result? Generally a shoulder shrug, a program office, a big plan and little or no progress. A prime example would be the lengthy discussions about a next-generation air traffic management system (NextGen). That system would leverage existing and emerging technologies to bring about a satellite-oriented, digitally enabled, *smart* technology system to maximize the efficient movement of aircraft. So far, however, we have seen much talk and little action.

There is no dispute as to the pressing need for such a system. Headlines trumpeting unacceptable levels of aviation system delays, and all of the attendant customer frustrations, give daily testimony to the imperative for developing the capacity necessary to meet the needs of our economy. Less immediately evident, but also of extreme importance, is the role that NextGen can play in helping to address environmental concerns. The bottom line is that by moving airplanes as efficiently as possible and, with them, the passengers and products that drive our economy, we help ensure future prosperity – and, at the same time, keep unwanted emissions and unnecessary fuel consumption to a minimum.

Airport Delay Rates



■ EWR/JFK/LGA
■ Other major U.S. airports

Source: FAA OPSNET for OEP 35 airports

So it is clear: We need the new air traffic management technology, but a 15- to 20-year deployment plan is unacceptable. What to do? The Air Transport Association carriers have been direct and specific in their call for action on NowGen: a concrete plan to fund and accelerate the deployment of the key technologies and procedures that are the core of NextGen, but to do so over the next three years, not the next 15 or 20. The plan aligns perfectly with the administration's economic, infrastructure and environmental priorities; it has full support of the industry and, using the government's own conservative estimates of benefits, the returns far surpass the investment.

An additional investment of about \$6 billion in our aviation system between now and 2013 would go a long way toward delivering NowGen and, with it, enhance safety, create jobs, improve environmental performance, reduce long-term government expenses, increase small community access and improve overall economics for all users of air transportation. This investment would provide the necessary aircraft equipage and ground infrastructure, as well as the procedures and training to take full advantage of the system's potential. For more information on the details and the technology involved, please visit www.airlines.org.

NowGen is *shovel ready* and can truly become a functioning program now – and it can produce dramatic system performance improvements within the next few years. The Air Transport Association carriers are absolutely committed to NowGen and to advancing the necessary government-industry partnership to get this vital job done.

