



ISSUE – Air Traffic modernization has significant impact on GA

- The proposed next generation of national air traffic system (NextGen) and its associated operating procedures has the potential to require significant avionics investment by GA aircraft owners and could restrict access to high density airspace and airports for smaller aircraft

CONCERNS

- New avionics would be required to operate compatibly with the proposed satellite-based air traffic surveillance and digital data link communication systems
- NextGen does not appear to provide much additional benefit to VFR operations over existing equipment and access for the significant investment necessary
- New avionics costs for GA have been estimated as high as \$4.5 billion
- No-radio and -electrical system aircraft are not being adequately considered

FAA POSITION

- FAA is eager to transition to satellite-based navigation systems and phase out costly ground-based surveillance and communication systems
- FAA is seeking technologies and procedures that will maximize the capacity of existing airspace and airport infrastructure, and reduce congestion and delays

EAA POSITION

- EAA supports FAA's goal of modernizing the air traffic system, provided that it does not unreasonably burden owners with mandatory equipment requirements or exclude general aviation operations from high-density airports and airspace. EAA maintains that new equipment should be low-cost and provide tangible benefits (e.g., ADS-B "In") to GA operators

BEST OUTCOME

- Maintain VFR access to airspace outside of Class A, B and C; to general aviation airports within a Class B 30 nm Mode C veil; and for all flights in Class E below 10,000' with no or few new additional equipment requirements
- FAA/Industry develop affordable equipment for recreational and general aviation aircraft and portable derivatives for aircraft lacking either panel space or electrical systems
- General aviation continues to have access to high-density airspace with no peak hour or high capacity aircraft restrictions when properly equipped

RECENT DEVELOPMENTS

- FAA issued new rules mandating the installation of Automatic Dependent Surveillance - Broadcast (ADS-B "Out") equipment by 2020. ADS-B "Out" will only broadcast 3D aircraft position information
- New, low-cost prototypes of ADS-B equipment are being explored

NEXT STEPS

- EAA and others are asking significant questions about the program maturity, system architecture, procedures, and equipment costs through technical and program management committees
- Congress is concerned about funding levels, FAA procurement procedures, and program management during the 2011-2020 transition period
- EAA urges that NextGen include ADS-B "In" equipment that can bring additional situational awareness, weather, and traffic information into the cockpit

WHAT CAN MEMBERS DO?

- Monitor EAA and industry publications to become educated about the NextGen program and its implications for general aviation
- Be patient - Awareness that the NextGen system, equipment and procedures are still in the development stage is important. However, they will likely change between now and the current 2020 ADS-B equipment requirement deadline