

For America: “We choose to go to the Moon” . . .

President Kennedy spoke these words in regards to our Nation’s Space Effort. America landed a man on the Moon because of ‘government goals with private solutions’. This ‘American approach’ is needed again to evolve the struggling National Airspace System, NAS. An evolution that will grow the American GDP by trillions of dollars and trigger a huge economic boost for the world.

The NAS has evolved in the past so why is it struggling?

The FAA’s 2004 Next Generation Air Transportation System (NextGen) plan to modernize the NAS is based on an operational model of ‘Observation and Control’. Air Traffic Control using radios, RADAR and data to monitor and control aircraft, one controlling many. In the past the FAA evolved when new technology was added, such as with Radios and later RADAR. Unfortunately the FAA has not evolved the NAS with digital satellite communication systems.

This model worked for decades so why are things getting missed?

The NAS is near saturation because air traffic doubles roughly every 10 years. The present FAA NextGen approach is causing delays, higher costs, poorer service and growing incidents and accidents. FAA’s fall back position for system saturation is to revert to the ‘Slot Administration’, a choice normally reserved for bad weather. The NextGen plan can’t handle air traffic growth and will soon make slot-based operations the norm, threatening economic growth. The present NextGen plan is unsustainable. The Global Air Transportation System is not any better since the FAA’s NextGen’s plan is ‘Harmonized’ with EuroControl’s ‘SESAR’. All of these government plans started in 2004 with rolling break-even points of 2017, 2025, and now 2035.

There is no 30-year government plan to fix anything.

If the government does not innovate, the NAS cannot evolve.

So how do we evolve?

Think about the internet and the way it connects everyone with everything. Interaction occurs by presence and makes the world local. To evolve the NAS, NextGen needs to move from the present FAA model of ‘Observation and Control’ to an advanced NAS of ‘Dynamic Observation and Presence’.

Dynamic Observation and Presence is a process where everyone involved with flight operations communicates with everyone and everything within the NAS. A dynamic integrated process where pilots, controllers, aircraft and airports remain in constant communication based on their presence in the system.

I call this a ‘Smart System’.

A Smart System operates similar to the way the U.S. military runs air operations and thus requires new procedures, training and technology. An American Boon that will double the GDP for aviation and add trillions to the U.S. economy.

I speak of an evolution where ‘government goals and private solutions’ are driven by companies that exude classic American know-how such as SpaceX, Apple, Boeing, StarLink, and thousands of others.

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