Overview of NASA’s Next Generation Air Transportation System (NextGen) Research

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Contents

• NASA’s Aeronautics Research Portfolio
• Fundamentals of the Current Air Transportation System
• Air Transportation Research Challenges
• Current Research Highlights and Significant Accomplishments
• Concluding Thoughts
NASA Aeronautics Programs

**Fundamental Aeronautics Program**
Conduct cutting-edge research that will produce innovative concepts, tools, and technologies to enable revolutionary changes for vehicles that fly in all speed regimes.

**Aviation Safety Program**
Conduct cutting-edge research that will produce innovative concepts, tools, and technologies to improve the intrinsic safety attributes of current and future aircraft.

**Airspace Systems Program**
Directly address the fundamental ATM research needs for NextGen by developing revolutionary concepts, capabilities, and technologies that will enable significant increases in the capacity, efficiency and flexibility of the NAS.
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Today Basic Air Transportation Operation

- Dispatch
- Taxi
- Gate
- Controller
- Takeoff
- Climb
- Voice
- Descent
- Landing
- Terminal
- Surface
- Taxi
Flight Across the United States Airspace from San Francisco (SFO) to Washington DC (IAD)
One Day of En-route Operations in the United States (starting at 7 pm Eastern)
One Day of World Wide Air Transportation Operations
Weather Impacts for Air Transportation Traveling to the New York Area (starting around 7 am local time)
Weather Impacts for Air Transportation Traveling to the Dallas Texas Area (starting around 3 am local time)
Extremely Off-Nominal Conditions
(Look for it around 13:30 UTC 10:30 am local EDT)
### National Airspace System Aggregate Statistics Per Flight

- **24-hours from 8:00 UTC May 3 to 8:00 UTC May 4, 2007.**
- **High-volume, low-delay day, 56,267 flights (71% jets, 17% turboprops, 12% piston).**

#### Time (minutes) | Distance (Nautical-miles) | Fuel Burnt (lbs)
--- | --- | ---
**Surface** | 19 | 5 | 474
**Climb** | 16 | 76 | 1,911
**Cruise** | 70 | 465 | 6,787
**Descent** | 14 | 68 | 349

#### Min. Time (minutes) | Max. Time (minutes) | Min. Fuel Burnt (lbs) | Max. Fuel Burnt (lbs)
--- | --- | --- | ---
**Surface** | 11 | 43 | 274 | 1,073
**Climb** | 5 | 56 | 520 | 18,704
**Cruise** | 0 | 1,039 | 0 | 375,350
**Descent** | 4 | 40 | 175 | 1,942

#### Emissions (lbs)

<table>
<thead>
<tr>
<th></th>
<th>CO$_2$ (lbs)</th>
<th>H$_2$O (lbs)</th>
<th>SO$_x$ (lbs)</th>
<th>NO$_x$ (lbs)</th>
<th>CO (lbs)</th>
<th>HC (lbs)</th>
</tr>
</thead>
</table>
**Surface** | 1,659 | 650 | 0.5 | 7 | 1.6 | 0.2 |
**Climb** | 6,698 | 2,626 | 2.1 | 28 | 6.4 | 0.6 |
**Cruise** | 23,781 | 9,324 | 7.5 | 98 | 22.6 | 2.3 |
**Descent** | 1,223 | 480 | 0.4 | 5 | 1.2 | 0.1 |

**Complex operations – Multiple facilities, aircraft, people, and equipment**

**Any improvements need to consider many angles – makes vital R&D**
### National Airspace System Delays

**Period:** September’08 – August’09 (Source FAA), Roughly 25% aircraft get delayed

**Transportation Systems Analysis Model (TSAM) Predictions**

<table>
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<tr>
<th></th>
<th>Daily Flights</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2006</td>
<td>2004</td>
</tr>
<tr>
<td></td>
<td>2025</td>
<td>2025</td>
</tr>
<tr>
<td>Commercial</td>
<td>28,404</td>
<td>58.1%</td>
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<tr>
<td></td>
<td>48,349</td>
<td>63.9%</td>
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<tr>
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<tr>
<td></td>
<td>41,498</td>
<td>54.8%</td>
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<tr>
<td>International</td>
<td>3,193</td>
<td>6.5%</td>
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<td>6,851</td>
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<td>General Aviation</td>
<td>18,052</td>
<td>36.9%</td>
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<tr>
<td></td>
<td>23,329</td>
<td>30.8%</td>
</tr>
<tr>
<td>Cargo/Freight</td>
<td>2,419</td>
<td>4.9%</td>
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<tr>
<td></td>
<td>4,036</td>
<td>5.3%</td>
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<tr>
<td>Total</td>
<td>48,875</td>
<td>100%</td>
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<tr>
<td></td>
<td>75,714</td>
<td>155%</td>
</tr>
</tbody>
</table>

*Weather is a big delay contributor – Can’t change it but we can optimize around it*
Today Basic Air Transportation Operation

En route

Terminal

Surface

takeoff  climb  voice  descent

Controller

Controller

Controller

Controller

Control

Dispatch

Dispatch

Controller

Controller

Controller

Controller

Gate

Gate

Gate

taxi

taxi
A Possible Future System
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NextGen-Airspace Project: Air Transportation Needs to Research

Domain and operations are complex and require sustained R&D to address challenges. NASA has the skills and experience to change the Airspace System.
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SA Elements of Automation for a Future Airspace System

Problem

- Human controller workload limits current airspace capacity
- Mixed equipage must be safely managed

Major Research Threads

- Conflict detection and resolution algorithm development and analysis (aircraft and ground-based)
- Functional allocation
- Safety assessment

Research Being Pursued

- Automation and operating concepts for separation, metering, and weather avoidance in en route and transition airspace
- Concepts and algorithms for higher levels of separation assurance automation
- Efficient (conflict-free) arrivals into capacity constrained airspace
- Airborne and ground-based separation assurance concepts and technologies
- Separation assurance and collision avoidance algorithm compatibility

Partners: Lockheed Martin, GE, NRAs (Purdue, Stanford, UC Santa Cruz, L3, LMI, CSU Long Beach, Raytheon, Sensis)

Increased productivity, safety, and scalability
Research Thread: Functional Allocation

**Problem/Need**
- Identify characteristics, strengths, and weaknesses of various SA concepts
  - Humans vs. automation and aircraft vs. ground-based

**Approach**
- A series of human-in-the-loop simulations that examine homogeneous, mixed, nominal and off-nominal conditions

**Progress**
- Functional allocation examination approach planned
- First study preparations underway

**Next Step**
- Produce comparable results from coordinated studies
- Develop mixed operational concepts
- HITL coordinated concept evaluations (e.g., homogeneous operations, mixed operations)
- Nominal and off-nominal operations

**Implications on costs, roles/responsibilities, and architecture**
In-trail Climb/Descent Procedures
(Development of ASAS applications in procedural airspace)

Problem/Need
• Development of airborne separation assistance applications
• Specifically focused on in-trail climb/descent procedures in oceanic airspace

Approach
• Developed ADS-B based in-trail climb/descent procedures

Partners: FAA, Quantas and Air Services Australia

Results
• ICAO approved the procedures
• Documentation is completed
• Technology transition

Next Step
• FAA and partner airlines to do a field test in FY11

Aircraft will be able to fly at efficient altitudes and won’t be stuck behind slow aircraft due to controller workload – increased productivity and efficiency
Automated Separation Assurance Simulation with Common Definitions

Problem/Need
• Functional allocation (air and ground)
• Ground-based and airborne concepts, algorithms, and analysis need to be comparable

Approach
• Develop experiment plans with common scenarios and metrics to enable comparisons

Progress
• Common definitions, scenarios, and metrics have been identified
• Technical plans are approved by project

Next Step
• Simulations in December 2009 and February 2010

Functional allocation research has implications on costs, roles/responsibilities, and architecture
En Route Descent Advisor (EDA)

**Needs/Why Care?**
- Fuel efficient descents that meet efficient, time-based constraints set up for demand/capacity imbalance
- EDA gives speed clearances and path stretching advisories to meet the times

**Focus**
- Technology transfer of En Route Descent Advisor

**Progress/Results**
- Field test at Denver Center for descent trajectory prediction accuracy (15 days, 360 flights)
- Participants: United and Continental B757, B737, and A319/320, and FAATC’s Bombardier
- Results: (median: Top of Descent accuracy = 5.5nm, meter fix accuracy = 12 sec) – As compared with current state-of-the-art = 1 min
- Lesson Learned: Need better top of descent predictions, meter fix accuracy is good

**Next Steps**
- Complete hardware integration testing and overall readiness for HITL
- Continue scenario development and testing
- Technology transition package

**Partners**
- FAA, Sensis, Boeing, United, Continental Airlines, MITRE

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**En Route Descent Advisor** will increase fuel efficiency and meet-time accuracy

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Significant Accomplishments

• Field test to support En Route Descent Advisor
  – Better understanding of trajectory uncertainties (median: meter fix 12 sec, Top of Descent 5.5 nm)
  – May require air/ground coordination for TOD

• Separation assurance technologies are maturing (ground based and aircraft based)
  – Traffic, time, and weather constraints

Products beginning to show impact and promise
ASDO Elements of Automation for a Future Airspace System

Airspace Super Density Operations

Collision Avoidance
- Ensure safe separation

Separation Management
- Manage trajectories within flows
- Negotiate trajectories
- Assign sequencing & spacing

Trajectory Management

Flow Contingency Management
- Apply Flow Contingency Management procedures and policy to ensure safe levels of traffic at resulting capacity levels
- Forecast demand/capacity imbalances
- Identify high complexity airspace
- Identify Constrained airspace

Capacity Management
- Design airspace
- Assign staffing
- Field infrastructure

Demand/Capacity Imbalance Forecast
Through C-ATM, Assess Range of Options To Create Capacity
Select a Capacity Management Strategy

Short Term
Apply known Procedures, adjust airspace boundaries, or allocate personnel for forecast demand period

Long Term
Develop new airspace designs, new tools, etc. to better accommodate demand

Long Term
Initiate activities to address changes in US or international regulations and guidelines

Research Focus Area
Airspace Super Density Operations

Problem
• Human control of spacing, merging, and separation assurance limits the capacity of the terminal airspace
• Mixed equipage must be safely managed
• Interactions between arrivals and departures

Major Research Threads
• Arrival Operations (integrated scheduling, sequencing, and merging and spacing)
• Integrated arrival and departure operations
• Metroplex operations optimization

Research Being Pursued
• Algorithms that simultaneously solve/optimize the sequencing, merging, de-confliction and spacing
• Regional resource utilization or metroplex operations
• Closely spaced parallel runways

Partners: FAA, UPS, MITRE, ACSS, NRAs (MIT, Purdue, Metron, SJSU, Mosaic ATM)

On-time arrival/departure, reduce costs, impact on environment, safety and scalability
Super-Density Operations Vision

Optimized for single aircraft

- Continuous Descent Arrivals (CDAs) for individual aircraft
  - Efficient arrivals from top of descent to meter fix or runway threshold with other (interfering) traffic

Optimized for multiple aircraft

- CDAs with merging multiple aircraft flows to one airport
  - Using ANSP 4D trajectory management to schedule complex, conflict-free flows to the runway
  - Using Flight Deck merging and spacing capability to enable efficient multiple CDAs/TAs to runway threshold
  - Closely spaced parallel approaches where possible

Optimized for multiple airports

- Integrated arrival, departure, and surface operations that maximize efficiency and throughput

- Integrated arrival, departure, and surface operations including runway balancing for metroplex operations (multiple airports) with efficient airspace allocation

Increased automation needed to cover multiple airport and interactions
Research Thread: Arrival Operations

**Problem/Need**
- Develop new concepts, procedures and algorithms to maximize arrival rates to a single airport, as well as reduce fuel burn, emissions, and noise.

**Approach**
- Develop concepts, algorithms, and examine feasibility and benefits for variety of capabilities.

**Progress**
- Developed multiple concepts across the entire ASDO domain.
- Evaluated several concepts independently:
  - Scheduler development
  - Flight Deck Merging and Spacing
  - Controller Managed Spacing Scenarios
  - Very Closely Spaced Parallel Runways Operations
  - Tactical Conflict Prediction and Resolution Algorithms

**Next Steps**
- Scheduling tool must consider integrated perspective.

**Partners:** FAA, UPS, MITRE, and NRAs (MIT, Metron, Purdue, SJSU, Mosaic ATM)

On-time arrival, reduce fuel burn, and increase productivity
Algorithms and Procedures for Merging and Spacing Operations to Single Runway

Problem/Need
• Increase throughput and execute efficient profile
• Develop and verify acceptance of procedure
• Examine performance

Approach
• Conduct human-in-the-loop simulation to determine performance and acceptability
• Off-nominal (vectors, speed, spacing)

Partners:
FAA, UPS, ACSS

Results
• Precise spacing (±5 sec)
• Acceptable and stable

Increase throughput and execute as efficient profiles as possible
TRACON Operational Error Analysis

Problem/Need
• Increase safety in TRACON airspace
• Human workload limits

Approach
• 73 DFW TRACON operational errors investigated to understand the specific nature of each incident, and categorized to develop a taxonomy of situations, causes and resolutions

Progress/Results
• TRACON Operational error data analysis – detected all conflicts
• Median lead time = 38 sec.

Next Step
• Wider data set, intent information, sensitivity, false alert and stochastic

Increase productivity and safety in TRACON airspace

Summary of Operational Error Taxonomy
• 59 involved arriving aircraft
• 44 involved aircraft on final approach (compression)
• 15 involved metroplex traffic
• 4 involved arrival/departure interaction at same airport
• 3 were procedural in nature

Partner: FAA
Flow management, scheduling, and merging and spacing needed to increase arrival efficiency in congested airspace.
Research Focus Area
Traffic Flow Management

Problem
• Planning involves multiple time scales (local, regional, and national)
• Multiple decision with different goals (pilots, dispatchers, ATSP flow managers)
• Decision making under uncertainty (e.g., weather)

Research Threads
• Modeling, simulation and optimization techniques to minimize total system delay (deterministic and stochastic)
• Decision-making under uncertainty (weather integration)
• Collaborative traffic flow management

Research Being Pursued
• Optimization methods for advanced flow management
• Probabilistic and stochastic methods to address system uncertainties
• Weather Translation
• Collaborative Traffic Flow Management


Demand/capacity imbalance needs to be addressed with demand management options as efficiently as possible
TFM Research Threads Progress: Decision Making Under Uncertainty

- Reliable weather forecasts products under development for the 2+ hr time horizon
- Significant computational challenges remain for solving NAS-wide TFM problems with a 6+ hr planning horizon under uncertainty

| Partners: MIT-LL, NOAA, NRA (Mosaic ATM, Metron) |

<table>
<thead>
<tr>
<th>Translation</th>
<th>Non-Convection</th>
<th>Convection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deterministic Routing</td>
<td>In Flight Icing</td>
<td>CoSPA (0.6 hrs)</td>
</tr>
<tr>
<td>Stochastic Routing</td>
<td>Turbulence</td>
<td>LAMP-CCFP (0.24 hrs)</td>
</tr>
<tr>
<td>Stochastic Ground Holding</td>
<td>CWAM (0.2 hrs)</td>
<td>Ensemble Forecasts (0.9 hrs)</td>
</tr>
<tr>
<td>Integrated Decision Making</td>
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</table>

- Work in Progress
- Near Term Research
- Far Term Research

**CWAM** - Convective Weather Avoidance Model  
**CoSPA** - Consolidated Storm Prediction for Aviation  
**LAMP** – Localized Aviation MOS (Model Output Statistics) Program  
**CCFP** – Collaborative Convective Forecast Product
Early Integrated TFM Concept Definition and Development

Problem/Need
- Understand integrated impact of current TFM operations controls (e.g., ground holding, airborne holding, rerouting)
- Develop and test an integrated TFM architecture

Approach
- Completed several experiments testing different strategies and applying specific TFM controls

Results
- Scheduling algorithms effective at alleviating sector congestion
- Tactical rerouting dominant for avoiding en route weather

Next Step
- Compare with actual operations

Partners: MIT-LL, NOAA, NRA (Mosaic ATM, Metron, UC Berkeley, University of Michigan)

Need to develop flow management strategies to reduce delays
Research Transition Team
Flow-Based Trajectory Management (FBTM)
[Multi Sector Planner]

**Needs/Why Care?**
- Who manages trajectory?
- Between traffic flow and tactical controller

**Focus**
- Investigate roles, procedures, functions, operations, and tools
- Flow based Trajectory Management

**Progress/Results**
- Initial concept of operations
- Human-in-the-loop simulations
- Subjective data indicates acceptability
- Objective data is being analyzed
- Lessons Learned
  - Mixed equipage environment
  - Determine benefits
- Investigating collaboration between MSP and an “airspace manager”

**Next Steps**
- Determine feasibility and benefits of one or more candidate MSP updates
- Complete analysis and report
- Plan and conduct appropriate follow-on simulations to study mixed equipage and benefits

Capabilities, roles, and responsibilities for trajectory management need to be addressed
• FAA is investigating the use of San Francisco Stratus algorithms (NRA research)
  – Potential savings: $2.9M/year

• Multi-sector planner investigations are helping FAA
  – Roles and responsibilities
  – Functions

Products beginning to show impact and promise
Research Focus Area
Dynamic Airspace Configuration

Problem
• Limited degrees of freedom for airspace changes (e.g., combine two adjoining sectors) and controller interchangeability
• Substantial time to modify airspace (years) and train controllers (months)

Research Thread
• Capacity management

Research Being Pursued
• Structure of the airspace (e.g., corridors-in-the-sky)
• Algorithms for airspace configurations - benefits and feasibility considerations
• Generic airspace

Partners: FAA, MITRE, NRAs (Metron, Mosaic ATM, and CSSI)

Demand/capacity imbalance needs to be addressed by resource management (airspace capacity and controller resources)
Research Thread: Airspace Capacity Management

**Problem/Need**
- Determine airspace structures, their feasibility and benefits
- Develop algorithms for airspace changes and examine feasibility and benefits
- Define generic airspace concepts and assess their feasibility and benefits

**Approach**
- Concepts, algorithms, analysis, and simulations

**Progress**
- Develop concepts and algorithms for corridors-in-sky
- Develop algorithms for airspace boundary adjustments
- Early human-in-the-loop simulations to study boundary adjustments
- Generic airspace concepts

**Next Step**
- Feasibility and benefits of corridor
- Detailed feasibility and benefits of adaptable airspace
- Feasibility, benefits, and applicability of generic airspace

Manage Demand/Capacity imbalance by capacity adjustments rather than demand management
Airspace Redesign Benefits Analysis

**Problem/Need**

- Benefits of airspace redesigns are less understood
- Airspace allocations and TFM interactions need to be studied

<table>
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<tr>
<th></th>
<th>Recovered Throughput</th>
<th>Reduced Delay</th>
<th>Complexity Balancing</th>
<th>Demand/Capacity Balancing</th>
<th>Number of Sectors</th>
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</thead>
<tbody>
<tr>
<td><strong>Current Day</strong></td>
<td></td>
<td>16.8</td>
<td>0.22</td>
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<td>59%</td>
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<td>0.16</td>
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<td><strong>Voronoi Genetic</strong></td>
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<td>63%</td>
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<td>0.17</td>
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<tr>
<td><strong>Mixed Integer Programming</strong></td>
<td>31%</td>
<td>33%</td>
<td>12.5</td>
<td>0.18</td>
<td>593</td>
</tr>
</tbody>
</table>

**Approach**

- Number of airspace partitioning approaches were combined using common scenarios
- Use simplified complexity metrics
- Examine airspace changes and flow restrictions

**Results**

- Airspace redesigns reduce delay
- Opens up airspace
- Iterations not converging

**Next Steps**

- Detailed benefits analysis
- Frequency of changes and limit number of sectors
- DAC-TFM interactions

*Partners: FAA, NRA (CSSI, Mosaic ATM, Metron)*

Airspace and flow management need to be coordinated
Needs/Why Care?
- Demand-capacity Imbalance
- Mixed equipage

Focus
- What are the needed airspace structures?

Progress
- Developed algorithms and strategies
- Determined the best criteria for a network
- Developed methods for dynamically assessing a flow corridor

Next Steps
- Analyze flow corridor utilization (mixed equipage)
- Examine feasibility of using flow corridors for mixed equipage
- Two years to complete

Inherent problem with corridor networks designed to increase user pool:
- Short-hop flights not amenable to utilize any corridor network
- 40% of domestic aircraft fly less than 250 nmi

Corridors may be useful for dedicated and segregated operations to increase efficiency – Still don’t know if they are beneficial and necessary?
Research Focus Area: Trajectory Prediction, Synthesis and Uncertainty

Problem
- Lack of understanding of trajectory uncertainty characteristics
- Lack of functional specific requirement and standards
- Lack of interoperability of trajectory prediction techniques

Research Threads
- Trajectory requirements
- Trajectory uncertainty prediction
- Trajectory interoperability
- Trajectory validation

Research Being Pursued
- Trajectory predictions accuracy as a function of time, model parameters, meteorological effects and aircraft intent modeling
- Trajectory modeling requirement, analysis, and validation

Partners: Lockheed Martin and NRAs (L3, U of Minnesota)

Users need accurate predictions and safety critical automation needs interoperable trajectories
**Research Thread: Interoperability**

**Problem/Need**
- Lack of interoperability of trajectory prediction techniques
  - Trajectory based operations
  - Precise trajectories for reducing uncertainty (e.g., Separation assurance vs. TFM)

**Approach**
- Improve trajectory prediction of disparate system through the exchange of trajectory information
- Examine real-time data exchange needs for different applications

**Progress (10%)**
- Identified candidate trajectory predictors for data exchange
  - 4D-FMS and CTAS
- Standalone trajectory generators developed

**Next Steps**
- Identify critical information for exchange
- Implement common data exchange language and real-time exchange
- Involve industry (e.g., FMS)

**Partners:** NRA (L3)

**Trajectories need to be interoperable to ensure maximum precision and compatibility**
Complex Combination of Constraints

**Problem/Need**
- Develop capability to handle multiple constraints in altitude, speed and time (needed for better predictability)

**Approach**
- Ground-based Center-TRACON Automation System
- Aircraft based Flight Management System

**Results**
- Initial capabilities for 4DFMS and CTAS are developed

**Next Step**
- Conduct research to determine needs and implications on interoperability
- Validation is necessary

**Partners:** GE

Ability to meet complex combination of constraints to support 4D trajectory-based operations
Trajectory Uncertainty Modeling for EDA

**Problem/Need**
- Examine trajectory uncertainty with look-ahead time

**Approach**
- Develop model of the trajectory prediction error due to weight, wind and performance as a function of look-ahead time

**Progress/Results**
- Developed initial method to model uncertainty
- Developed application for En Route Descent Advisor

**Next Steps**
- General model for trajectory uncertainty prediction
- Validation

**Partners:** NRA (L3) and Lockheed Martin

Need to clearly understand trajectory uncertainties and technology requirements
SLDAST Elements of Automation for a Future Airspace System

System-Level Design, Analysis and Simulation Tools

Research Focus Area System-Level Design, Analysis and Simulation Tools

Problem

• Complex and interacting concepts and technologies
• Collective impact of concepts and technologies is not easily understood

Expected Impact or End Result

• System level impact assessment
• Interactions between key research focus areas

Research Being Pursued

• Metrics, scenarios, assumptions, and models
• Interaction studies
• System-level performance assessment

Partners: Volpe, NRAs (SJSU, GMU, U. of Virginia, OSI, and Sensis)

Collective impact of concepts and technologies need to be clear
Problem/Need
• Identify (initial) human-performance-related considerations

Approach
• Detailed cognitive walkthrough
• Expert opinions through NRA

Supported by NRA team (SJSU)

Progress (Examples)
• Trust and reliance when automation is safety-critical
• Non-overlapping task distributions (mixed equipage)
• Degraded conditions

Next Steps
• Use the lessons learned during further maturity process

Partners: NRA (SJSU), and Volpe

Ultimately, humans will be part of the system. What is their role?
## Concluding Thoughts

<table>
<thead>
<tr>
<th>Attributes</th>
<th>Description</th>
</tr>
</thead>
</table>
| Objectives/Needs       | • On-time performance  
                          • Reduce operator costs (fuel)  
                          • Increase system productivity  
                          • Minimize impact on environment  
                          • Design for scalability, safety, predictability |
| Current state of the art | • Capacity and throughput is limited due to human centric nature (not scalable)  
                          • Weather causes large delays  
                          • Uncertainty  
                          • Interactions limit capacity |
| Approach               | Advance concepts, procedures, and technologies for both ground and aircraft |
| Lessons learned        | • Uncertainty (weather, wind, traffic, etc.)  
                          • Solutions will involve roles/responsibilities, automation, procedures, and air/ground integration  
                          • Off-nominal situations and mixed equipage need to be carefully examined  
                          • Interactions among traffic  
                          • RTTs need to stay focused |
| Impact                 | • FAA: Increase productivity  
                          • Users: Reduce costs and increase on-time performance  
                          • Manufacturers: Sell more aircraft and accessories  
                          • Public: Fly as needed and minimum delays |
| NASA's role            | Complex domain, unique and relevant skills, experience (ground-based and aircraft), JPDO identified NASA as lead on many research items |