

**C/AFT**  
**Operational Enhancement Integration**  
**Analysis Focus Group**

Dave Jones  
United Airlines  
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# Background

## ■ C/AFT Terms of Reference

- Provide airline prospective on ATC performance
- Develop tools and metrics for measuring ATC operational performance from airline perspective
- Apply business analysis techniques to analysis of ATC operational enhancements

# To date C/AFT has analyzed individual technologies

- ATSP FG Metrics gave us tools to evaluate benefits
- Refined analysis tools for use in evaluating individual enhancement alternatives
- Specific operational enhancements evaluated
  - Datalink
  - Surveillance
  - Navigation

The OEIA Focus Group is  
moving to the next level:

Our mission -

To develop an ROI business  
case driven integrated evolution  
of the ATC system

# Ground rules

- We will NOT be defining/developing solutions
- We will not be performing simulations/studies -- will rely on existing industry activities.

# Approach - Utilize a two phased process

- First Phase - Define the problem, categorize the solutions, and prototype the process
- Second Phase - Based on perceived airline ROI, develop a comprehensive mapping of solutions to problems that defines evolutions to air space system improvements
- Will be a “build as you go” process - applying the prototype to the problem, testing the results, modifying the process

# OEIA Phase One Tasks

# Set the base case assumptions -

- Traffic growth,
- Traffic mix (aircraft capability, RJ's),
- Route network - Hub v.s. point to point,
- Baseline ATC environment, etc...

# Identify problems that affect airline schedule integrity

- Based on airline operational performance
- Prioritize the impacts of observed problems

# Compile a comprehensive database of enhancement alternatives

- Augment current system with more resource;
- Procedural changes;
- Ground system enhancements
- Airborne technology upgrades

# Prototype the Phase II Process

- Involves assessing enhancements ability to impact schedule integrity:
  - mapping
  - valuing
  - prioritizing

How Phase I will be organized

# Regional Airline Problem Definition Task Teams

- U.S. Domestic- Schedule Integrity
- European - Schedule Integrity
- Asia Pacific Oceanic

# U.S. Domestic Airline Schedule integrity problem definition team -

- First meeting planned for March 30
- 1st draft of problem definitions - Target July 1
- 2nd draft of problem definitions - Target Oct 1

# European Airline problem definition team

## - Proposed schedule

- First meeting by May 30

- 1 st draft of problem definitions - Sept 30

- 2nd draft of problem definitions - Dec 31

# Asia Pacific Oceanic Problem Definition Team Proposed Schedule

- First meeting by June 30
- 1st draft of problem definitions - Oct 31
- 2nd draft of problem definitions - Dec 31

# In Parallel with the Airline Problem Definition teams, will

- Develop Enhancement Alternatives database
- Prototype the alternatives analysis process

# Airlines, Boeing, FAA, Eurocontrol will populate an Enhancement alternatives database

- FAA NAS Architecture Team has CATSI tool as data source
- Eurocontrol has initiative in progress which will serve as data source
- Will explore other data sources
- Target for product - Fourth quarter 2000

# Airlines and Service Providers will prototype a process

- First task of participants will be to understand the process;
- The objective is to accept or adapt this process for phase two;
- Target for decision and product - Fourth quarter 2000

# Phase Two

- Will utilize “the process” to develop enhancement evolution scenarios that contribute Net Present Value to solving problems defined by Airline teams;
  - Team Members: all C/AFT organizations
  - Start date - Fourth quarter 2000
  - Target Completion - late 2001

# We will define the Airline ATC Evolution in three timeframes

- 2002 - 2003 : The near term - Fixes are reallocation of resources, procedural changes, or infrastructure in the pipeline - Our objective - validate most important
- 2003 - 2005: Medium Term - There are competing solutions that need prioritization now to chart the course - Our biggest opportunity
- Beyond 2005. The long term - the crystal ball is cloudy - Our challenge - to provide clarity to a technology driven picture - recognizing the long lead times of ground and air infrastructure

# Make up of the OEIA Group

- Team Lead - Dave Jones
- Airline staff members - WE NEED VOLUNTEERS
- FAA Investment Analysis and NAS staff
- Eurocontrol's Strategic Performance Analysis Group
- Mitre
- Boeing CNS/ATM group

# OEIA - An opportunity to point the WAY!!!

- Join us for the challenge
- my e-mail - [dave.jones@ual.com](mailto:dave.jones@ual.com)