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NATIONAL AIRSPACE SYSTEM

Airport-Centric Development



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Report To Congressional Requesters National Airspace System

**United States. Government
Accountability Office**



Report To Congressional Requesters National Airspace System:

National Airspace System transformation will require cultural change, balanced funding priorities, and use of all available management tools : report to congressional requesters. ,2005 Report to Congressional Requesters U. S Government U.S Government Accountability Office,2015-01-07 The United States has approximately 500 airports served by scheduled airlines Airports have long served as places for planes to take off and land consisting of runways control towers terminals and other facilities that directly served airlines passengers and cargo Airlines play a key role in the functioning of airport systems because they make decisions about which airports to serve and how frequently to provide service Airlines may consider a number of factors in making these decisions such as the presence of regional businesses and residents who are potential customers the market share that can be obtained the effects on their service network and the service provided by competing carriers **National Airspace System** United States. Government Accountability Office,2013 National Airspace System United States. Government Accountability Office,2005 *National Airspace System ,2005* National Airspace System FAA has made progress but continues to face challenges in acquiring major air traffic control systems : report to congressional requesters ,2005 *Next Generation Air Transportation System* United States. Government Accountability Office,2006 National Airspace System U.s. Government Accountability Office,2017-08-03 GAO was asked to examine airport centric development and the activities of airport operators and regional stakeholders to facilitate such development In an effort to increase airports efficiency in moving passengers and cargo while bolstering the economies of regions surrounding airports some airport operators government officials and business owners are exploring opportunities to strategically develop airports and the regions around them This report describes the factors considered and actions taken by airport operators government officials developers and others to facilitate airport centric development To do this work GAO identified five factors that facilitate airport centric development from relevant literature interviews with experts and observations at selected U S airports and their surrounding regions GAO examined these factors by reviewing relevant documents and interviewing stakeholders including airport officials business owners representatives of development organizations and federal state and local government officials GAO selected 14 airports for more in depth study These airports were selected based on annual passenger enplanements and cargo amounts and experts recommendations The findings from these 14 airports cannot be generalized but provide insights that may be of interest to stakeholders in other regions GAO is not making recommendations in this report National Airspace System United States. Government Accountability Office,2005 This report addresses National Airspace System status by identifying the challenges that Federal Aviation Administration faces in managing infrastructure human capital and financial resources **National Airspace System** United States. General Accounting Office,1998 **National Airspace System : FAA has implemented some free flight initiatives, but challenges remain : report to Congressional requesters** United States. General Accounting

Office,1998 On Integrating Unmanned Aircraft Systems into the National Airspace System Konstantinos Dalamagkidis,Kimon P. Valavanis,Les A. Piegl,2011-10-05 This book presents in a comprehensive way current unmanned aviation regulation airworthiness certification special aircraft categories pilot certification federal aviation requirements operation rules airspace classes and regulation development models It discusses unmanned aircraft systems levels of safety derived mathematically based on the corresponding levels for manned aviation It provides an overview of the history and current status of UAS airworthiness and operational regulation worldwide Existing regulations have been developed considering the need for a complete regulatory framework for UAS It focuses on UAS safety assessment and functional requirements achieved in terms of defining an Equivalent Level of Safety or ELOS with that of manned aviation specifying what the ELOS requirement entails for UAS regulations To accomplish this the safety performance of manned aviation is first evaluated followed by a novel model to derive reliability requirements for achieving target levels of safety TLS for ground impact and mid air collision accidents It discusses elements of a viable roadmap leading to UAS integration in to the NAS For this second edition of the book almost all chapters include major updates and corrections There is also a new appendix chapter **Next Generation Air Transportation System** United States. Government Accountability Office,2006

Unmanned Aircraft Systems Gerald L. Dillingham,2008-12 Government and private sector interest is growing in unmanned aircraft systems UAS for use in a variety of missions such as U S border protection hurricane research law enforcement and real estate photography However UAS s can fly only after the Federal Aviation Administration FAA conducts a case by case safety analysis This report had these research questions 1 What are current and potential uses and benefits of UAS s 2 What challenges exist in operating UAS s safely and routinely in the national airspace system and 3 What is the Federal government s response to these challenges Includes recommendations Illustrations **Monthly Catalog of United States Government Publications** United States. Superintendent of Documents,1991 February issue includes Appendix entitled Directory of United States Government periodicals and subscription publications September issue includes List of depository libraries June and December issues include semiannual index *Monthly Catalogue, United States Public Documents* ,1989 *Monthly Catalog of United States Government Publications* , **The Domestic Use of Unmanned Aerial Vehicles** Kristen Boon,Douglas C. Lovelace (Jr.),2014 As a companion piece to Volume 133 of this series this volume extends our discussion of the use of unmanned aerial vehicles commonly referred to as drones by the U S government While the previous volume focused on the use of drone attacks to protect American interests and the American people from threats emanating from abroad this volume addresses domestic uses of drones **National Airspace System** ,2013 Through the NextGen initiative FAA plans to transform the current ground based radar air traffic control system to a system based on satellite navigation automated position reporting and digital communications The NextGen transition will be a complex multi year incremental process Decisions affecting how long the transition will take and the number of existing systems that will

remain in operation during the transition have implications for FAA's existing systems workforce facilities and budget GAO was asked to continue monitoring the progress and challenges associated with the NextGen transition and implementation In this report GAO examined 1 FAA's progress in addressing key challenges affecting its ability to execute the NextGen transition 2 the performance and condition of current air traffic control system and facilities 3 FAA's efforts to address maintenance requirements of its current systems and facilities and 4 the extent to which FAA has planned for the financial resources for sustaining existing systems and facilities and the NextGen transition In doing so GAO analyzed FAA system performance data and documents and interviewed FAA officials and aviation stakeholders To improve FAA's efforts to manage the transition GAO recommends that FAA develop a strategy to improve planning of its operations budget and ensure sufficient data are available to support these efforts DOT did not agree or disagree with this recommendation but provided technical comments Highlights **Federal Aviation Administration** Randolph C. Hite (au), David A. Powner (au), 2005-09 The Federal Aviation Administration's FAA mission is to promote the safe orderly expeditious flow of air traffic in the U.S. airspace system To this end FAA is modernizing its air traffic control systems a multibillion dollar effort that has been designated as a high risk program Research into the practices of successful public private sector organizations has shown that developing using an enterprise architecture or blueprint to guide constrain systems investments is crucial to the success of such a modernization effort This report determines whether FAA has established an effective processes for managing the development implementation of an enterprise architecture Includes recommendations Charts tables

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