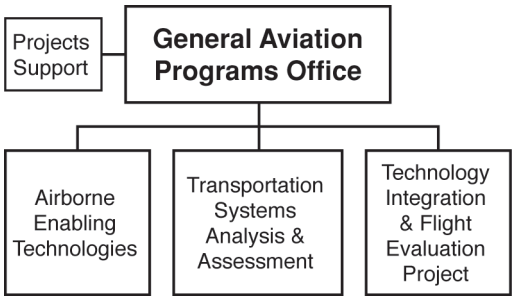
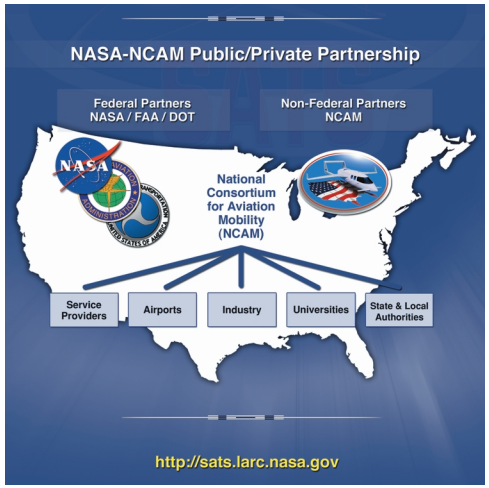
NASA Program Office Structure



NASA Langley Research Center's General Aviation Programs Office leads SATS technology research, development, and integration. NASA is joined by over 100 organizations in a public/private partnership through the National Consortium for Aviation Mobility (NCAM).

NASA-NCAM Relationship



Public/Private Partnership for SATS

Langley SATS Research Facility

The NASA-NCAM partnership will deliver a proof of concept flight demonstration of SATS technologies by 2005. Federal partners include NASA Langley and NASA Glenn Research Centers, the FAA William J. Hughes Technical Center, and the Department of Transportation Volpe Center. The NCAM nonfederal partners include state agencies, universities, industries, airports, and transportation service providers. Partner organizations will contribute additional resources to the effort through cost-sharing agreements and other mechanisms.

For more information visit the SATS web site:
http://sats.nasa.gov/

(757) 864-3863

National Aeronautics & Space Administration
NASA Langley Research Center
Hampton, VA 23681

Federal Aviation Administration
William J. Hughes Technical Center
Atlantic City, NJ

NP-2002-07-16-LaRC

Small Aircraft Transportation System (SATS)

Wings for All of America's Communities

A National Opportunity to Create On-Demand Distributed Air Mobility

Can you imagine same day travel within a 500 mile radius of home?

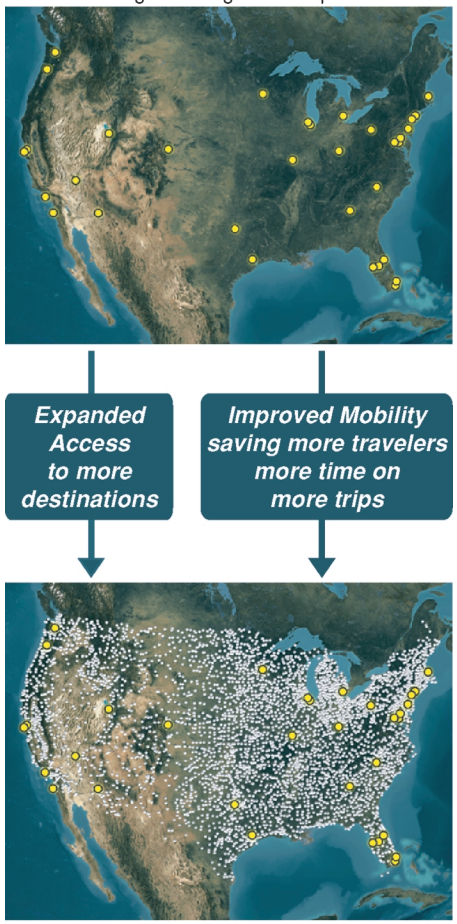
- Travel from a rural location to an urban medical center for treatment.
- Same day delivery of parts from a supplier located 300 miles away.
- Meetings in several states on the same day, yet home for dinner.

Once implemented, SATS could enable on-demand, near-all-weather, safe, affordable, easy-to-use, resilient, distributed air transportation.

The SATS Long-Term Vision

The current SATS Research & Development Program serves as a 'down-payment 'on the SATS long-term vision. The long-term vision is to enable a safe travel alternative that will free people and products from the constraints of today's ground and air transportation systems. SATS is conceived to enable equitable, on-demand, widely distributed access to more communities in less time.

75% of Airline Traffic (Passengers and Cargo) Passes Through 29 Large Hub Airports*



98% of the U.S. Population Lives Within 20 Miles of at least One Public Use Airport**

*Bureau of Transportation Statistics, 2000.
**Projection based on census and FAA data.

Research & Development

Technology development and integration in SATS includes:

- Flightpath Management
- Flight Deck Technologies
- Communication/Navigation/ Surveillance Technologies
- Flight Test Operations
- Aircraft, Airspace, and Demonstration Integration

By 2005, the SATS Program will demonstrate four new key operating capabilities designed to create access to virtually all runways in the nation:

- Separation and sequencing of multiple aircraft operating at airports without traditional ground-based terminal radar and communication systems.
- Safer aircraft takeoff and landing operations in poor weather at minimally equipped airports (without Control Towers or Ground-based Navigation and Lighting Systems), while minimizing land-use impacts.
- Improved single-pilot performance for safety, accuracy, and ease-of-use.
- Integration of larger numbers of small aircraft into the National Airspace System.