

NASA SATS 2nd RFI Town Meeting: SATS Partnering Forum



Prepared by
SATS Partnership Design Team
NASA Langley Research Center
December 6, 2000

Town Meeting Agenda

9:00 - 11:00 **Participants with Government Team**

9:00 - 9:05 **Introduction**

Gaudy M. Bezos-O'Connor
NASA LaRC SPDT Lead

9:05 - 9:15 **SATS Program Objectives and Timeline**

Mike Durham
SATS Deputy Program Mgr.

9:15 - 9:45 **SATS Partnering Process Status**

Mike

9:45 - 10:00 **Technical Plan Q &A**

Mike

10:00 - 11:30 **RFI Q&A**

Paul Masson
Facilitator, STARNet

11:30 - 12:30 **Lunch Break**

12:30 - 3:00 **Participants only**

Paul Masson

- Partnership Model Discussion
- Facilitated Dialogue on Alliance Formation

Small Aircraft Transportation System (SATS) Program Objectives and Timeline

Mike Durham

SATS Deputy Program Manager

NASA LaRC

SMALL AIRCRAFT TRANSPORTATION SYSTEM

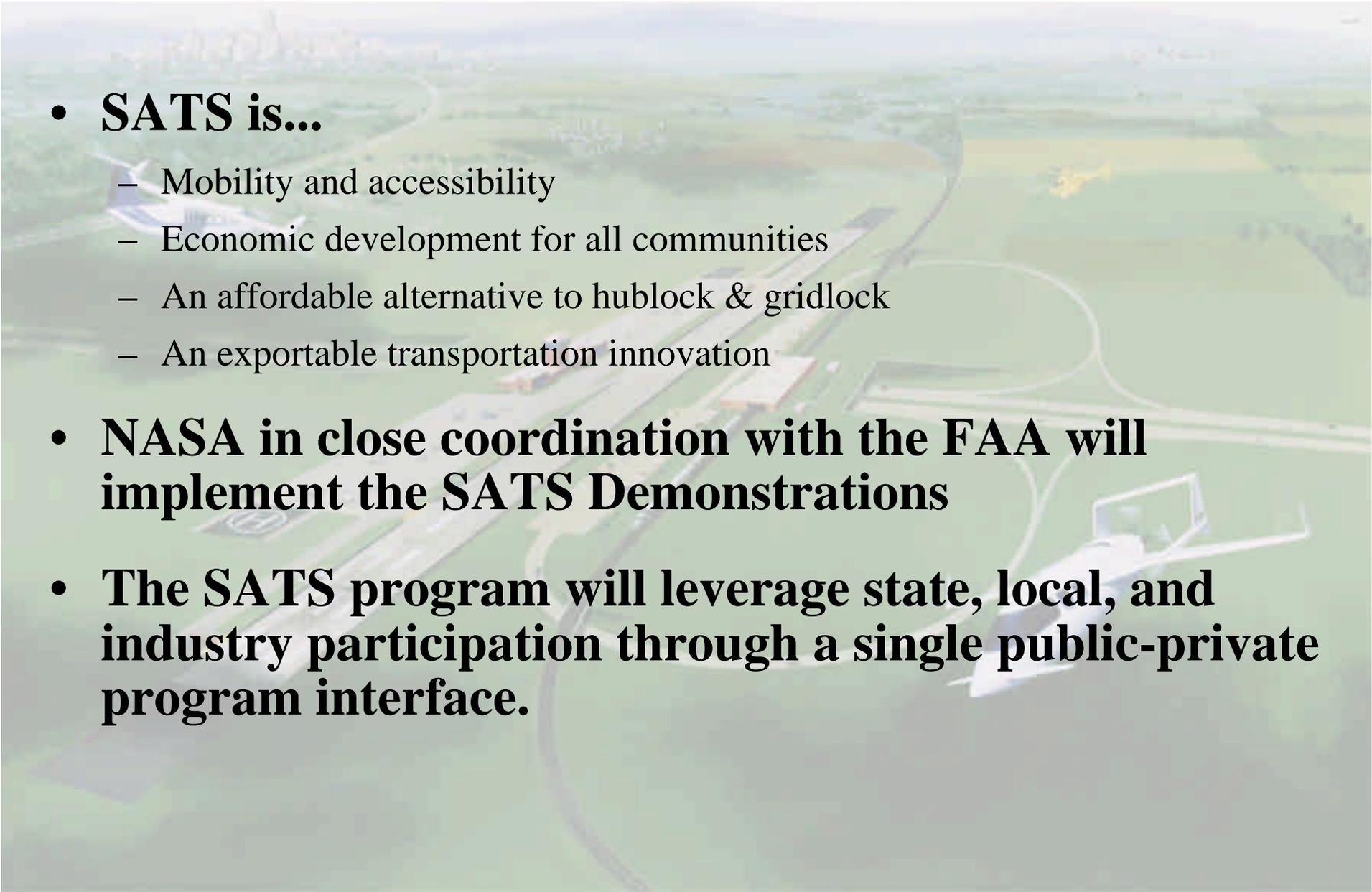
VISION

A safe travel alternative freeing people and products from transportation system delays, by creating access to more communities in less time

GOAL

Reduce public travel times by half in ten years and two-thirds in 25 years at equivalent highway system costs, increasing mobility for all of the nation's communities through advanced on-demand air transportation

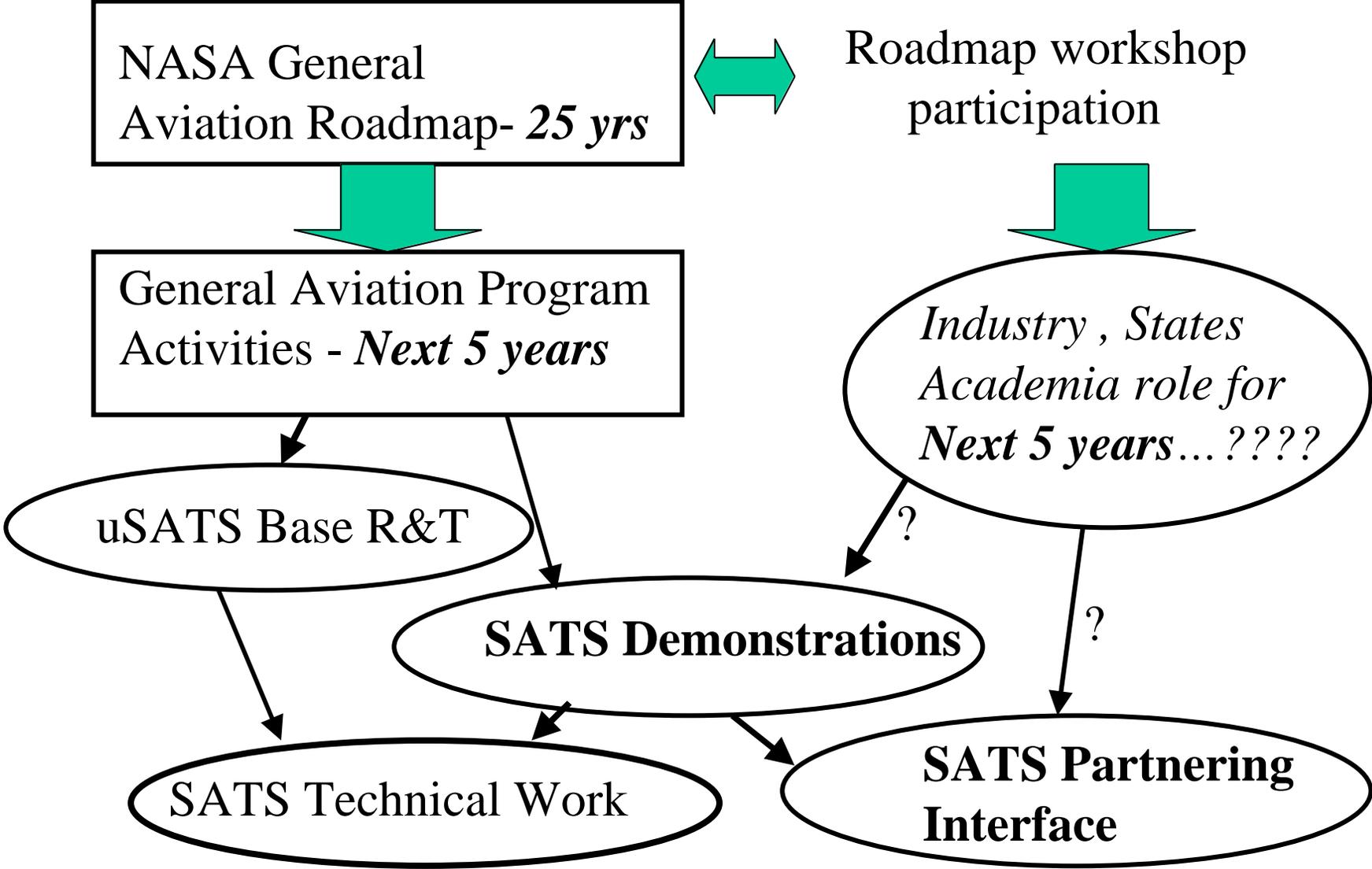
Small Aircraft Transportation System

- **SATS is...**
 - Mobility and accessibility
 - Economic development for all communities
 - An affordable alternative to hublock & gridlock
 - An exportable transportation innovation
 - **NASA in close coordination with the FAA will implement the SATS Demonstrations**
 - **The SATS program will leverage state, local, and industry participation through a single public-private program interface.**
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- An aerial photograph of an airport, showing runways, taxiways, and a small aircraft on the tarmac. The image is slightly faded and serves as a background for the text.

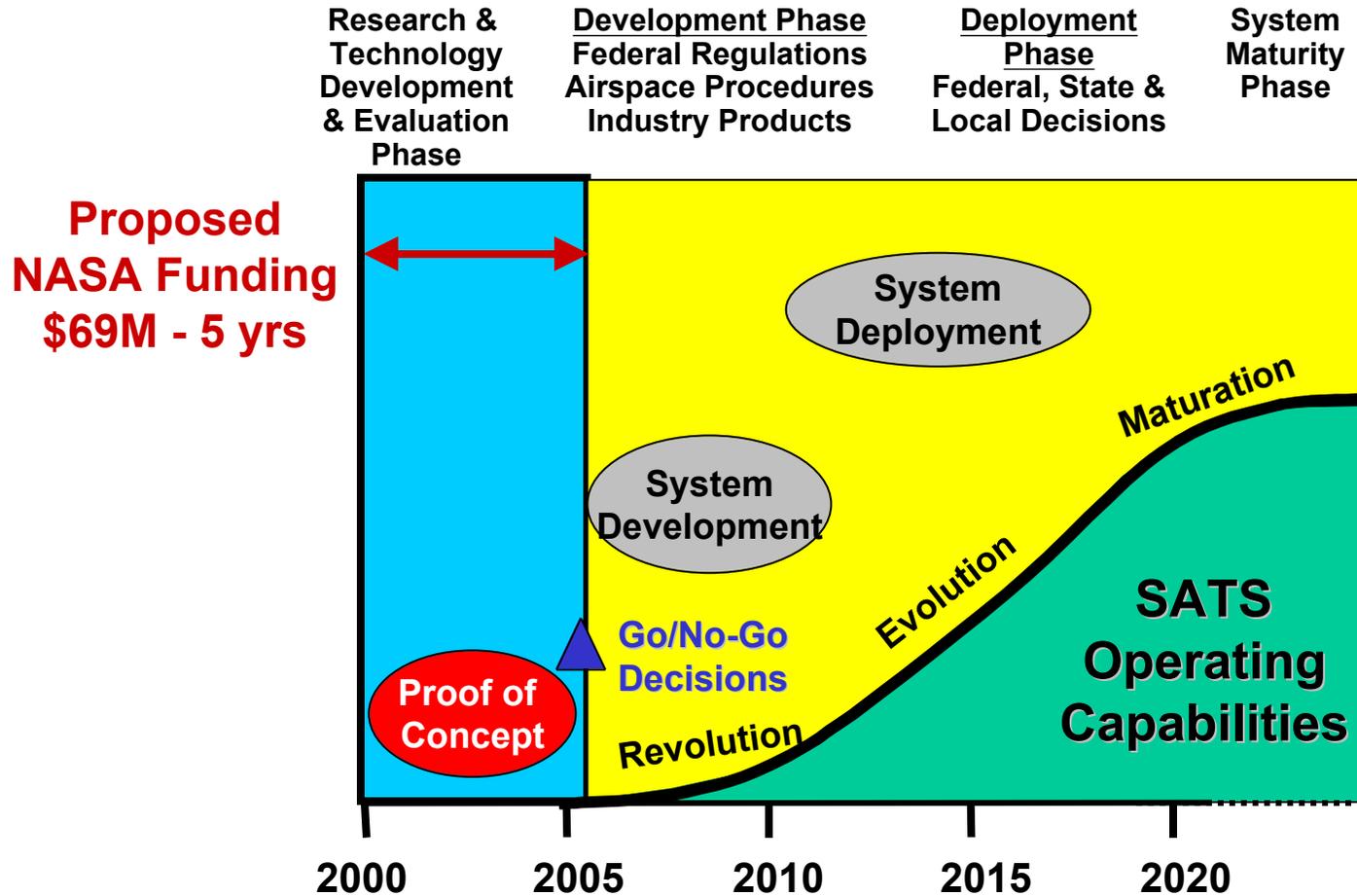
NASA's GA Approach

Federal Government

Industry, States & Academia



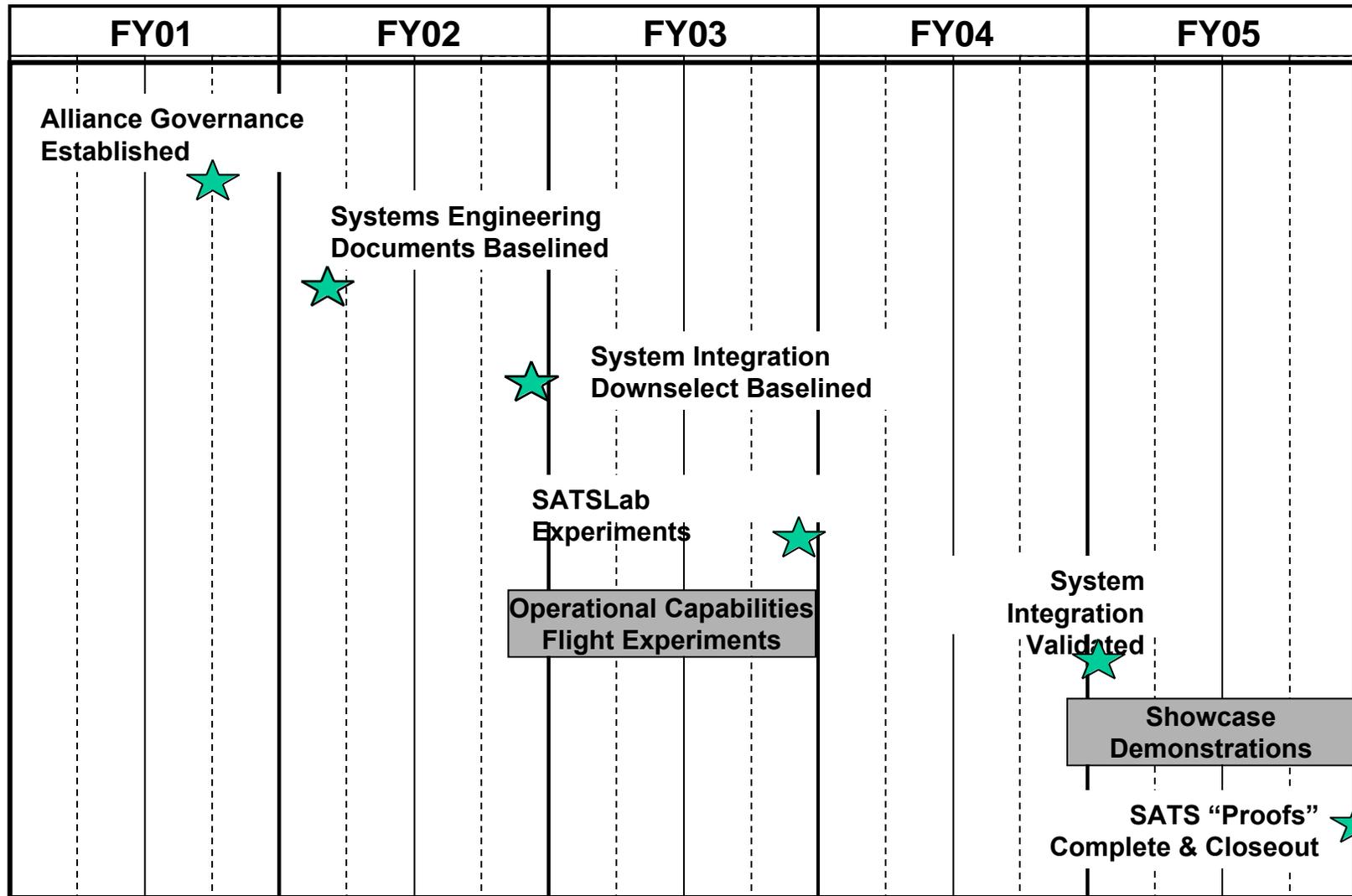
First Step Is To “Prove SATS Works”



Proposed NASA Technology Demonstration:

- Deliver experimental-based technical basis for national decisions
- Deliver analytical-based proof that SATS is a viable transportation alternative

SATS Level I Milestones - DRAFT



RFI Partnering Process Status

**Mike Durham,
SATS Program Deputy Manager**

RFI Timeline

November 2, 2000

RFI Announced

November 14, 2000

RFI First Town Meeting

December 4, 2000

Final date for Faxed Questions

December 6, 2000

RFI Second Town Meeting At LaRC

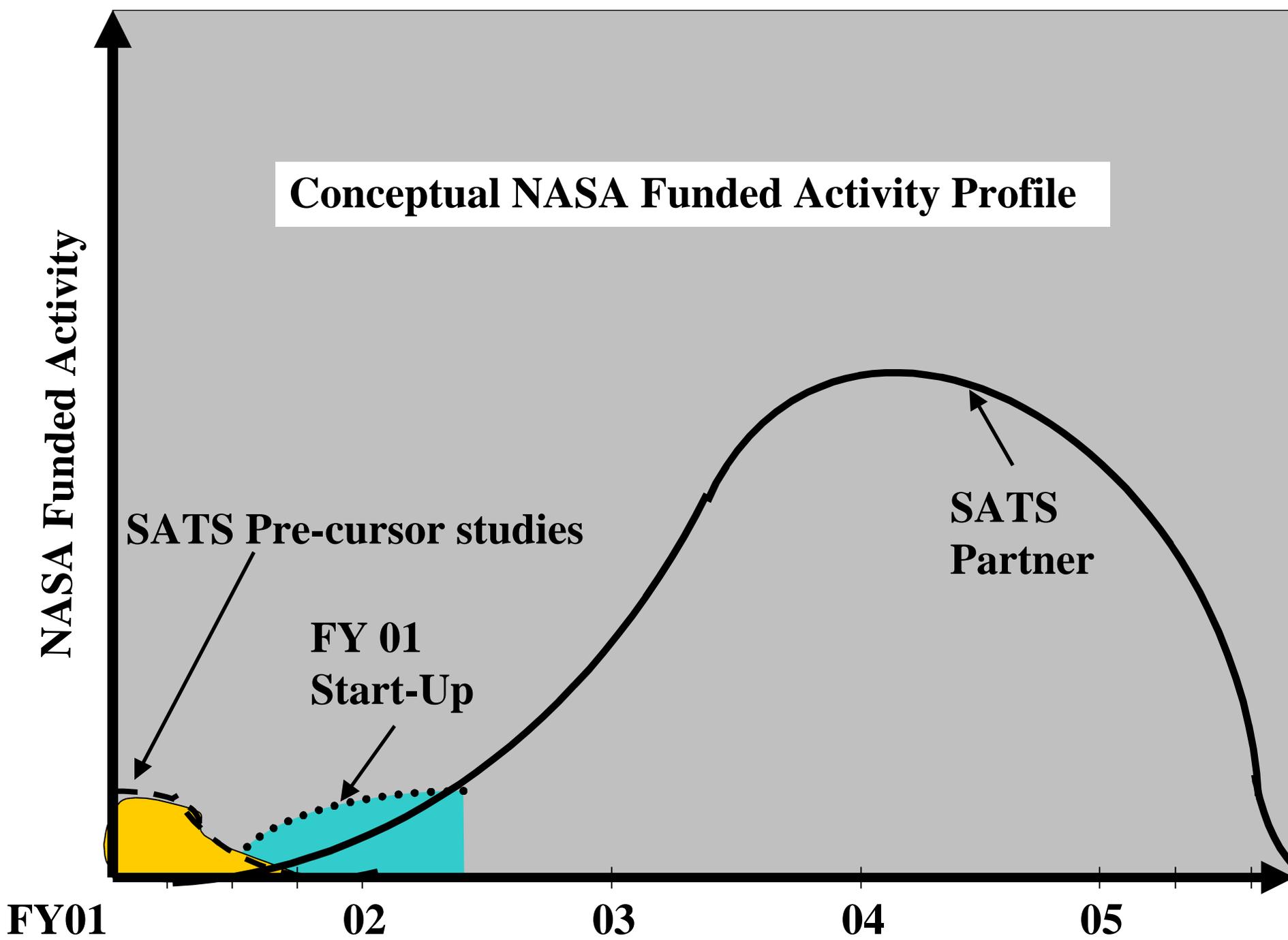
December 8, 2000

RFI Response Date

SATS FY 01 Start-Up Issues

- **Timing of Start-Up/Costing**
 - Timing of Single-Partner Start-up
 - Alternative start-up e.g., NRA for SATSLab
Demonstration Design and Initial Implementation
 - 1 year duration, June 01-June 02
 - Integrate activity with SATS Single Partnering Interface
- **SATS Pre-Cursor Studies**

Conceptual NASA Funded Activity Profile



NASA Funded Activity

SATS Pre-cursor studies

FY 01 Start-Up

SATS Partner

FY01

02

03

04

05

Technical Q &A Opportunities

- **Technical and Partnering Workshops in January and February (2001)**

- Objectives:

- Engage the SATS technical and business communities on the functional requirements necessary to achieve the SATS operational capabilities
 - Enable the SATS business community to identify and engage the organizations needed to demonstrate the SATS system proof of concept.

- Jan 23-24 Technical Workshops (tech and partnering)

- Jan 25 Partnering Workshop (partnering only)

- Feb 21-22 Technical Workshops (tech and partnering)

- Feb 23 Partnering Workshop (partnering only)

Revised SATS Partnering Timeline

November 14, 2000

RFI First Town Meeting

December 4, 2000

Final date for Faxed Questions to be addressed by NASA (757-864-8864)

December 6, 2000

RFI Second Town Meeting At LaRC
(Facilitated Dialogue)

December 8, 2000

RFI Response Date

January - February 2001 *Technical and Partnering Workshops*

March - April, 2001

*Selection of Partnering Mechanism (March)
Draft of Partnering Solicitation (April)*

May, 2001

*SATS Single Public Private
Interface- Solicitation process begins*

August, 2001

SATS Single Public-Private Interface in place

Technical Plan Q&A

Mike Durham

NASA LaRC SATS Program Office

NASA SATSLab 5 Year Program

Premise: Reduced Intercity Travel Time is Proportional to Accessibility

5 Year Goal

Demonstrate key airborne technologies for precise guided accessibility in small aircraft to virtually any touchdown zone at small airports** in nonradar, nontowered airspace, as enabled by:*

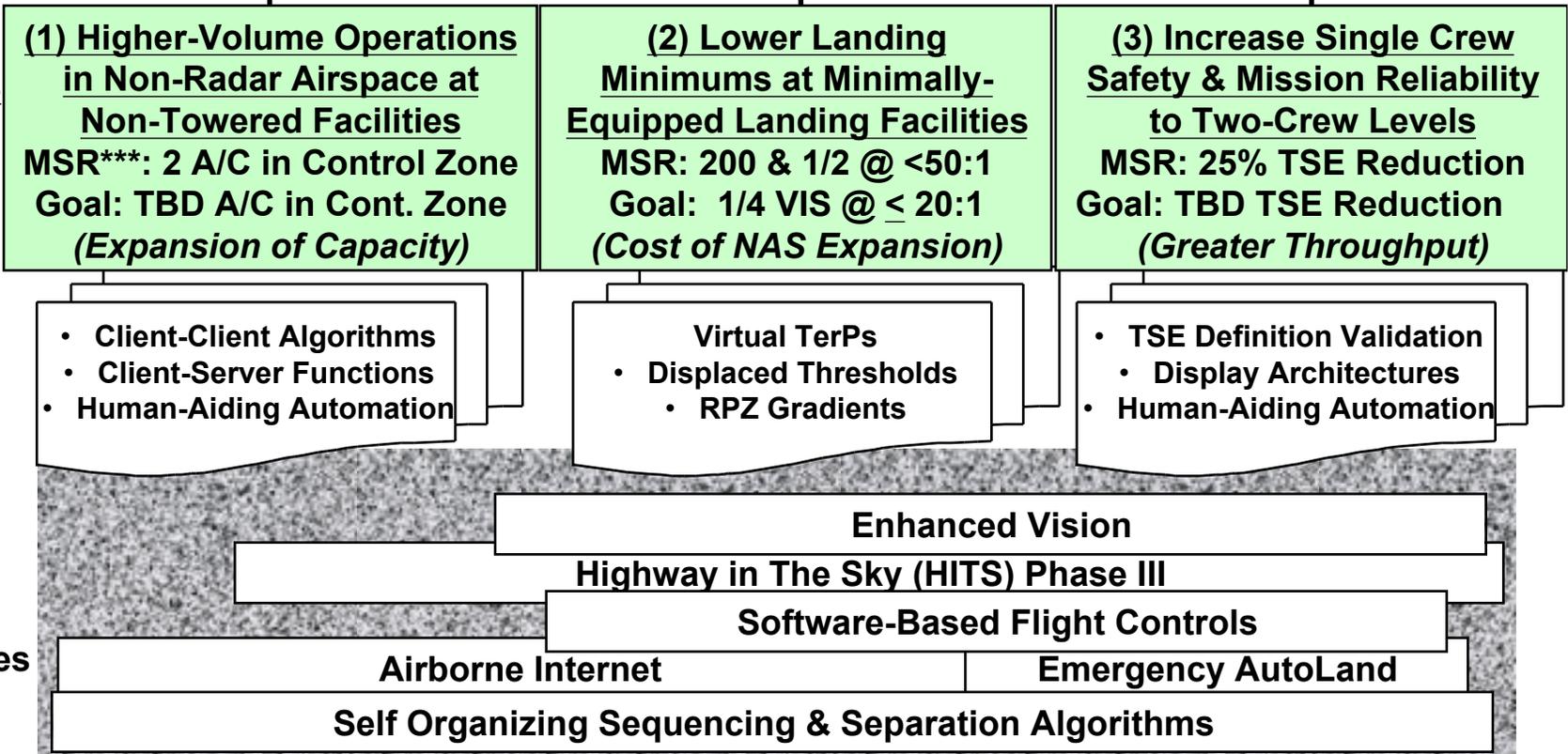
Operational Capabilities

Objectives

(NAS Benefits)

Technical Challenges

Enabling Technologies

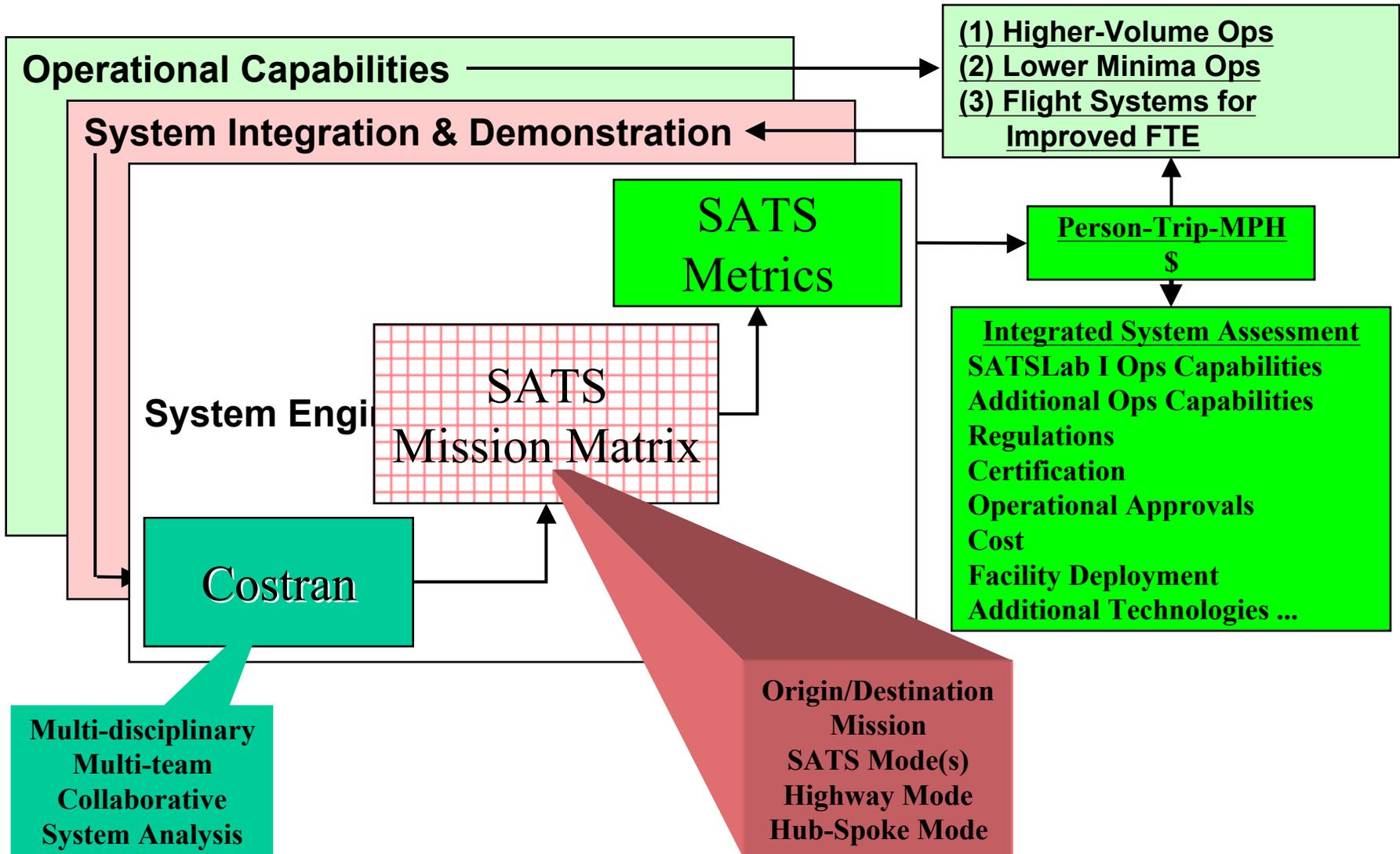


* FAR Part 23, < 6,000 lb & 12,500 lb GTW compliant to AC23.1309 & 1311

** Non-Part 139, 3,000 to 5,000 Feet

*** Minimum Success Requirement

Proof of Concept System Assessment





FAA Roles and Commitments



FAA Associates (AVR, ATS, ARP, API) are committed to joint planning and support for SATS. *(FAA/NASA EXCOM 14 Nov '00)*

FAA is currently taking action to institutionalize existing ad hoc internal planning team and to establish formal program interaction including :

- Naming FAA Program Manager(s)/Lead(s)

- Selecting FAA “focal points” within each LOB

- Assigning NASA funded FAA representatives to SATS (ATS, AIR, AFS, ARP)

FAA will identify its SATS resource requirements both for NASA funding and for future FAA budget proposals.

RFI Q&A

**Paul Masson, Facilitator
STARNet**

RFI Questions (Faxed)

1. What is the process for identifying states to participate in single public-private program interface? Will they be specified?
2. Will NASA define roles for the single public-private program interface in regards to university participation? i.e. the General Armstrong initiative at NASA HQ which is promoting increasing collaborations between NASA and university partners.
3. The RFI did not clarify non-technical SATS issues such as policy and economic issues in SATS implementation as defined on November 14th. For example, public policy supporting infrastructure development. Will this be clarified?
4. Leveraging the resources of the NASA Space Grant and EPSCoR Programs seems to be a key partnering opportunity. How can this be specified and managed? Could the single public-private program interface be directed to work with the NASA Space Grant Aerospace (AERONAUTICS) Working Group?