Q1. nextgen type of program governance is the

Business, Industries

Q1. NextGen type of program governance is the evident in the implementation of the program which is to provide a description of the aviation environment and the motivation to move to NextGen, present an overview of the projected cost of NextGen implementation, and offer an indication of the benefits that are likely to accrue from the successful implementation of the operational concepts that consist of NextGen. NextGen business case represents a combination of data from a number of sources together with the Concept of Operations for the Next Generation Air Transportation System, analyses done by the Joint Planning and Development Office System and Engineering Analysis Division and Federal Aviation Administration and partner agency budget information and aviation demand predictions. This Business Case explains a case for NextGen in a manner more akin to a profitable business case than that of a traditional government cost/benefit analysis. The plan's goal and objective is to analyze the market condition, and to identify persuasive business opportunities and communicate the NextGen implementation objective and how it can be achieved or accomplished and lay out the plan for reaching the stated objectives, and current predictable benefits and investments required to achieve these goals and objectives. Based on traditional governance which can be mainly defined as the way that organizations are managed at the highest level and the systems for doing as they aim to promote and maintain the highest standards of directorship but in NextGen program which is proposed to provide a classification of the aviation environment and the motivation to move to NextGen as they implemented that governance and described as systems and processes with behaviors by which confidences

lead and direct with control their functions in order to achieve the objectives and goals.

NextGen objectives safety and quality of service and in which they do. Q2. NextGen program initially estimates of the Federal Aviation Administration investment required to accomplish the NextGen benefits is estimated at $15 billion to $22 billion through 2025. Preliminary estimates for the collateral investments required from the aviation industry are projected to be $14 billion to $20 billion over this same timeframe. Based on the formulation stage in the program life cycle for the business case we can justify why NextGen has to spend millions of dollars for the program in the below points which can be rational: 1. The Aviation Industry is Critical to the United States Economy: The aviation industry subsidizes around $640 billion to the United States national. 2.

Air Traffic Control Problems Becoming Acute: The existing air traffic system was built on old technology system and it can't handle more traffic. The current system is made more than 70 years ago. 3.

Fundamental Change in Air Traffic Control is needed: While the existing national airspace system is safe and strong demand is now above capacity in several areas of the United States and forecasts indicate a doubling to tripling of demand by 2025. 4. Plan to Transition to Next Generation Air Traffic System: An important risk management component of the IWP is the detailed definition of a transformational pathway for NextGen5. Benefits of a NextGen System: Initially benefits analyses specify that NextGen capacity

increases can yield economic growth and development of as much as $175 billion through 2025.

In addition to the market situation which is needed to be evaluate in the below points: 1. The aviation business is a key contributor to the national economy and the quality of life in the United States. 2. Demand for air travel has grown-up radically since 19703. The nation's air traffic control system is reaching capacity therefore it has to be changed. As a project manager for NextGen , the challenges which can be faced in the deployment stage of which represents a whole transformation of their nation's airspace system to a performance based scalable and network enabled system which can reduces operational constrains or restraints and providing a solid architecture that can adapt to the emerging demand profiles. Therefore as a project manager for NextGen will have to find out other approaches to use technologies like satellite based navigation and surveillance and networking which are flexible and scalable. Furthermore investments in new technology provide the means to move from a command and control system, where controller workload is driven by directing aircraft step-by-step, to a more decentralized, user-driven, planned-in-advanced, strategic management concept.

NextGen integrated work plan has an essential risk management element which has a detailed definition of a transformational pathway of implementation through stages. The strategy is important in defining the requirements and interdependencies and communicating requirements to the user community and partner organizations or agencies, conducting

practical research and development, managing implementation of key capabilities, and measuring progress. In addition NextGen Epochs Description (below) in foundational capabilities investments will also be required in the latter sections of the Phase 1 to mitigate the technical risks and encourage commercial investments in later phases like proving the feasibility of automation concepts therefore the investment case for industry will be less risky. The initiatives are characterized by existing Federal Aviation Administration programs that contain the following points: 1. Automatic Dependent Surveillance Broadcast which is the surveillance and navigation technology that will assist as the main of the NextGen system by transporting much more timely and precise information to the battleground even though for the first time giving pilots and controllers a clear operational picture. 2. Required Navigation Performance which is a satellite based technology that is at present delivering far greater precision in landing aircraft at major airports around the state and saving air carriers millions of dollars in oil costs.

3. System Wide Information Management which will basically serve as the World Wide Web of the NextGen system permitting for massively improved information exchange and improved cooperation between the government agencies with system accountabilities. 4. DataCom is a new system that will allow improved data sharing between pilots and controllers and aircraft. 5.

Network-Enabled Weather is a progressive network-enabled predicting system that will provide far more timely and precise weather information on a much wider basis than the available nowadays. q. 4 Using the limited data

of the attached case, and integrating what you learned about the program life cycle, create a Gantt Chart-based Program Roadmap from Formulation to Dissolution stages (FoRDAD). (5 marks) The below Gantt Chart- based program roadmap from formulation to Dissolution stages (FoRDAD) below by using the limited data of the business case and integrating what we have learned about the program life cycle is that development of cost estimates for the required NextGen investments remains and the Joint Planning and Development Office is working to incorporate partner agency capital investments into whole estimates.