



## **“Managing the Competing Demands within the National Airspace System” Everybody wants a piece of the sky.**

### ***NEWS ALERT***

**September 24, 2008** - For the first time, this conference will bring together federal, state and local authorities, alongside military, commercial and private NAS users. The event will provide a clear understanding on relevant issues concerning shared utilization of the NAS in order to provide policymakers with a common understanding of related issues. Some of the topics include, but are not limited to, Marking and Lighting, Wind Turbines, Crane Operations, Airport Encroachment/Zoning, and Radar Interference. Protecting the airspace is a common factor and the conference is designed to voice future strategies to ensure the NAS is protected now and in the future.

#### **The conference will cover the following areas:**

**Transparency:** How the Federal Aviation Administration (FAA) is utilizing electronic means to share aeronautical data and encourage a common operating system for users both on the ground and in the air.

**Collaboration:** How FAA is working with the competing demands on the diminishing natural resource that is the NAS, to ensure that: (1) the NAS is not diminished in capacity and efficiency; (2) efforts are continued to build partnerships with Stakeholders in order to ensure that all interests are recognized, understood and considered in an aeronautical study; (3) all Stakeholders come together at the same table to develop favorable determinations that allow for proposed construction and will not diminish the NAS; (4) partnerships with Industry Groups are ongoing to address growing trends and creating new processes to preserve and protect the NAS, today and in the future.

The conference brings NAS stakeholders together to identify individual objectives and strategies to satisfy competing user demands while maintaining and enhancing safety and efficiency of the NAS. More than 450 delegates are expected.

In the past, designing the NAS was done by policymakers in the Federal Aviation Administration, with limited input from users. Airspace operations are a delicate juggling act that must balance safety and efficiency with the needs of all its users. This conference will provide users, operators, and regulators with a complete picture of the many competing demands on our airspace.

When people think of disappearing resources, the airspace above us is not usually considered. But the FAA is actually protecting the airspace from being eaten away – starting from the ground up.

Communities need to build bigger buildings as part of their growth plans. The communications industry



has to erect towers. High fuel prices warrant wind turbines for energy.

And, of course, there is the aviation community at large. Big commercial airlines, air taxis, airports, general aviation and helicopters all want to ensure that this precious resource – airspace – is preserved and protected.

**Kevin Haggerty, manager of the ATO's Obstruction Evaluation Service, explains what it takes to manage competing demands for the nation's airspace. Photo: ATO**

Kevin Haggerty, manager of the ATO's Obstruction Evaluation Service, says it's going to take four things to manage competing demands for the nation's airspace: transparency, collaboration, preservation and protection.

“Protection is the number one thing, because we have to ensure safety,” Haggerty said, emphasizing that development must not encumber navigation and communication facilities, much less navigable airspace.



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The FAA protects airspace by preserving it intact and free from encroachment. But in order to save what we have, we have to define it, and that’s part of the problem according to Haggerty.

Unlike land-based modes of transportation, in which miles of highway or railroad track can be easily tallied, airspace is more difficult to quantify. What’s more, new technologies are complicating the calculation by increasing aviation demand where it exists and creating demand where it never existed before.

Some topics offered at the conference are: Marking and Lighting, Wind Turbines, Crane Operations, Airport Encroachment/Zoning, and Radar Interference. For a more detailed schedule of conference events, visit the website [www.csky.info](http://www.csky.info).

The NAS is the most complex aviation system in the world — consisting of thousands of people, procedures, facilities, and equipment — that enables safe and expeditious air travel in the United States and over large portions of the world's oceans.

The NAS requires 14,500 air traffic controllers, 4,500 aviation safety inspectors, and 5,800 technicians to operate and maintain services. It has more than 19,000 airports and 600 air traffic control facilities. In all, there are 41,000 NAS operational facilities. In addition, there are over 71,000 pieces of equipment, ranging from radar systems to communication relay stations. On average, about 50,000 flights use NAS services each day.

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## **About Competition for the Sky**

**The 2008 Competition for the Sky Conference, “Managing the Competing Demands within the National Airspace System (NAS)”** is an integrated educational and networking event focusing on competing operational demands in the NAS. Delegates attending the Conference will gain insight and guidance from system regulators and users regarding NAS operations and requirements.

Protecting the safety and improving the efficiency of the NAS are absolute priorities for users, operators, and regulators. Join us in Las Vegas from September 29<sup>th</sup> to October 2<sup>nd</sup>, 2008 at The Mirage Hotel, as we identify objectives and strategies to satisfy competing demands for airspace while maintaining and enhancing the safety and efficiency of the NAS.

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## **For more information please contact:**

Kevin Haggerty, FAA Manager, FAA Manager, Obstruction Evaluation Services  
Phone: (202) 267-9400  
[kevin.haggerty@faa.gov](mailto:kevin.haggerty@faa.gov)

Ian Gregor, Communications Manager  
FAA Western-Pacific Region  
Phone: (310) 725-3580  
[Ian.Gregor@faa.gov](mailto:Ian.Gregor@faa.gov)

For more information, regarding the conference: [www.csky.info](http://www.csky.info)