



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Deputy Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

October 4, 2019

Mr. Russell "Chip" Childs
President and Chief Executive Officer SkyWest, Inc.
444 South River Road
St. George, UT 84790

Dear Mr. Childs:

Thank you for your leadership of the NextGen Advisory Committee (NAC) meeting on July 30, 2019. The NAC continues to provide essential aviation community advice which is necessary for the successful implementation of NextGen. As a result of the discussions during the NAC meeting, the Federal Aviation Administration (FAA) requests further definition and advice from the NAC, in the form of the following tasks:

Task 19-1: NAS Aircraft Minimum Capability List (MCL)

The NAC is asked to identify steps for further socialization and engagement strategies, to include additional stakeholders, to drive acceptance, use, and common understanding of benefits associated with the MCL.

This NAC advice should include, but not be limited to, the following:

- Collaborative analysis of current fleet equipage with respect to the MCL capabilities;
- Socialization of the MCL with additional stakeholder groups, including aircraft and equipment manufacturers and regional airlines not involved in discussions to-date; and
- Recommendations on steps to drive MCL adoption and commitments to equip aircraft with the associated capabilities.

This strategy should be provided on the following schedule:

- Fall 2019: NAC provides an interim progress report on the MCL efforts; and
- Summer 2020: NAC provides a report on the MCL efforts.

Task 19-2: Enhanced Air Traffic Services (EATS)

The NAC is asked to provide advice to the FAA in accordance with FAA Reauthorization Act of 2018, Section 547. To include, but not limited to the following elements:

- Interim: Identify Potential Airports and Candidate Applications
 - By Fall 2019, identify a short list of potential candidate airports and applications (airport, aircraft capability, and concept) for the pilot program.
 - For airports, while the legislation points to providing preferential basis at airports with Ground Delay Programs, the FAA seeks a recommendation from Industry if this is appropriate or other airports are preferred and why.
 - Describe potential and targeted benefits of most value to industry.
 - Identify any watch items, especially system impacts, for consideration in the final phase.
- Final: Down Select Candidate Airports and Applications
 - By Spring 2020, down select to three pilot program candidates;
 - Define how implementing each of the pilot program candidates will lead to measurable benefits; and
 - For each pilot program candidate proposed, identify one or more operator sponsor(s) with commitment of aircraft and training.

Thank you for the valuable contributions of the entire committee toward the successful implementation of NextGen. If you have questions, please contact Pamela Whitley, Acting Assistant Administrator for NextGen, at Pamela.Whitley@faa.gov.

Sincerely,



Daniel K. Elwell
Deputy Administrator