



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Office of the Deputy Administrator

800 Independence Ave., SW.  
Washington, DC 20591

August 10, 2020

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

Dear Mr. Childs:

The Federal Aviation Administration (FAA) requests the NextGen Advisory Committee (NAC) to provide advice on two important topics: ADS-B In commercial application technologies and Vertical Navigation (VNAV). The FAA is also providing an extension of tasking 19-2, FAA Reauthorization Act of 2018, Section 547.

The first task involves potential ADS-B In commercial application technologies. Through discussions with the NAC, the FAA has become aware that several large air carriers and cargo carriers have begun to invest in ADS-B In applications.

The FAA requests further definition and advice from the NAC on ADS-B In commercial application technologies; in the form of the following task:

#### **Task 20-1: ADS-B In Commercial Application Technologies**

The NAC is tasked to provide the FAA with insight from the industry on their potential application acquisitions and deployment plans, including a timeline of ADS-B In commercial application technologies pursued by the aviation community.

The NAC advice should include the following:

- A comprehensive list of ADS-B In commercial applications that NAC members either have or intend to invest in (within the next 5-10 years).
- A comprehensive list of ADS-B In commercial applications that are promising and a list of the NAC members tracking this list for future acquisitions.

Scope:

- FAA will provide the SMEs.
- MITRE may be used as a trusted clearing house for data (considered sensitive in nature to the operators).
- Complete work and provide a final recommendation report no later than the Spring 2021 NAC meeting.

### **Task 20-2: Vertical Navigation (VNAV)**

The NAC is tasked to provide the FAA an industry plan to address the existing equipage gap that prevents the full use of Required Navigation Performance (RNP) approaches for parallel operations. Currently, simultaneous operations cannot be used effectively by operators or air traffic control without a high participation rate. This change will allow the FAA to move forward and unlock larger safety and efficiency benefits associated with initiatives such as, Performance Based Navigation (PBN) paths to final approach, and Established on RNP (EoR).

The NAC advice should include the following:

- A comprehensive assessment of mainline and regional airline impediments to equipage for full VNAV operations.
- Achieve consensus on a plan to eliminate impediments to equipage for VNAV operations.
- Where complete consensus cannot be achieved, identify those operators or industry organizations which cannot come to consensus agreement and provide a minority opinion on any objections.

Scope:

- FAA will provide the SMEs.
- MITRE may be used as a trusted clearing house for data (considered sensitive in nature to the operators).
- Include other stakeholder organizations to include relevant manufacturers and pilot unions.
- Complete work and provide a final recommendation report no later than the Fall 2020 NAC meeting.

### **Task 20-3 (Task 19-2 Extension): FAA Reauthorization Act of 2018, Section 547**

The NAC is asked to continue its efforts with providing advice to the FAA in accordance with FAA Reauthorization Act of 2018, Section 547. This tasking was originally issued prior to the emergence of the COVID-19 pandemic and its resulting economic impact on the aviation community. The FAA is cognizant of the need for the NAC members to remain focused on restarting industry operations as an essential part of the national recovery. This tasking is **extended through Spring 2021** to ensure the FAA is able to fulfill the congressional request contained in Section 547.

The NAC advice should include the following:

- A short list of recommended 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 if other airports are preferred and why
- Describe potential and targeted benefits of most value to industry.

Scope:

- FAA will provide the NAC team an update on current and near-term forecast of NAS operations.
- FAA will provide the NAC team an update of current FAA/NAC initiatives that might be considered in fulfillment of any part of Section 547 requirements.

If you have questions, please contact Greg Schwab, NextGen Stakeholder Collaboration Division Manager, at [Gregory.schwab@faa.gov](mailto:Gregory.schwab@faa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "DK Elwell". The signature is written in a cursive, slightly stylized font.

Daniel K. Elwell  
Deputy Administrator