



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Deputy Administrator

800 Independence Ave., SW.
Washington, DC 20591

September 30, 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) is providing an extension on the following tasks:

- 19-1: National Airspace System (NAS) Aircraft Minimum Capabilities List (MCL)
- 19-4: Performance Based Navigation (PBN) Clarification

Task 20-4 (Task 19-1 Extension): NAS Aircraft Minimum Capabilities List (MCL)

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 NextGen Advisory Committee (NAC) members to remain focused on restarting industry operations as an essential part of the national recovery. This tasking is extended through Fall 2020.

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.

The NAC advice should include the following:

- Collaborative analysis of current fleet equipage with respect to the MCL capabilities;
- Socialization of the MCL with additional stakeholder groups, include 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, including developing cost / benefit and scoping cases – as proposed by the NAC.

This advice should be provided on the following schedule:

- Fall 2020: NAC provides a report on the MCL efforts.

Task 20-5 (Task 19-4 Extension): Performance Based Navigation (PBN) Clarification

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 Fall 2020.

It has been several years since the publication of the 2016 Performance Based Navigation National Airspace System Navigation Strategy. Now is an appropriate time to gain further advice from the NAC to ensure the aviation community and FAA remain synchronized in the delivery and use of PBN capabilities and in achieving operational benefits. The FAA requests further definition and advice from the NAC in the form of this task.

The NAC advice should include the following:

- Developing consensus agreement on a PBN baseline (FAA-procedures, industry-equipage);
- Developing consensus agreement on a joint definition of a PBN NAS; and
- Developing consensus agreement, based on gaps in baseline analysis at Core 30 airports (minus HNL, plus TEB); on a list of specific desired outcomes.

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 PBN Clarification requirements.

This advice should be provided on the following schedule:

- Fall 2020: NAC provides a report on the PBN Clarification efforts.

If you have questions, please contact Greg Schwab, NextGen Stakeholder Collaboration Division Manager, at Gregory.schwab@faa.gov.

Sincerely,



Daniel K. Elwell
Deputy Administrator