

March 1, 2004

Nicholas A. Sabatini,
Associate Administrator for Regulation and Certification
Federal Aviation Administration
800 Independence Ave SW
Washington, DC 20591

Dear Nick:

On behalf of the Terminal Area Operations Aviation Rulemaking Committee (TAOARC), and in response to the tasking given to us, please find below the recommendations for initial SAAAR sites, as developed by the TAOARC, now PARC, SAAAR Ops Concepts and Benefits Working Group.

The working group analyzed 63 runway ends submitted by operators. The analysis was conducted based on an agreed set of criteria (site/ATC readiness, operator readiness, proof of concept, benefits/risks, and demonstration of SAAAR features), and the group selected the top 10 sites. The criteria and the top 10 sites were briefed to the TAOARC JSC. The operator participants of the working group then combined with several other operators to participate in a SAAAR planning meeting during 2-3 February in Atlanta with the FAA's RNP program office (specifically Jeff Williams and John McGraw). The purpose of the meeting was to prioritize the top 10 SAAAR procedure candidates for 2004 specials. The group also discussed implementation strategy and issues. The briefings given at that meeting are posted on the working group website, along with the ranking results and explanatory rationale. The top 10 sites and the ranking matrix used to prioritize them are documented on the working group website. The criteria for selection is also documented on the website. The participants in the ranking process are listed in the ranking matrix.

Top 5 (ranked) Sites:	Next 5 Sites:
PSP: Palm Springs	EWR 29: Newark
IAH: Houston Int'l	MDW: Chicago Midway
JFK: New York	EWR 4/22: Newark
DCA: Reagan National	TUS: Tucson
PDX: Portland, OR	PIT: Pittsburgh

The working group is now developing the following products.

1. Operational description of SAAAR attributes demonstrated at each of the top 10 sites listed above
2. Description of agreed-upon method and criteria for prioritizing the remaining 53 runways ends plus a top down analysis of airports in the US for SAAAR applicability
3. Estimated benefits of SAAAR at selected sites

Thank you for the opportunity to make these recommendations and to provide you with information on our on-going activities. If you have any questions or need additional information , please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Dave Nakamura". The signature is written in a cursive, slightly slanted style.

Dave Nakamura
Chairman, Terminal Area Operations
Aviation Rulemaking Committee