

**ORDER**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

1110.126

9/2/98

**SUBJ: AIR TRAFFIC SATELLITE OPERATIONAL IMPLEMENTATION TEAM**

- 1. PURPOSE.** This order creates an Air Traffic Satellite Operational Implementation Team (ATSOIT) in accordance with the *Air Traffic Satellite Navigation Implementation Plan* and the *FAA Satellite Navigation Program Master Plan*. This order also directs the creation of a satellite navigation (SATNAV) implementation focal point/group in each region.
- 2. DISTRIBUTION.** This order is distributed to the branch level in Washington headquarters Air Traffic Service; the Communications, Navigation, Surveillance, and Infrastructure Directorate; the Office of Communications, Navigation, and Surveillance Systems; regional Air Traffic Divisions; the Aviation System Standards Program Office; the FAA Academy; the William J. Hughes Technical Center; and all Air Traffic field offices and facilities.
- 3. BACKGROUND.** The Federal Aviation Administration (FAA), in conjunction with the International Civil Aviation Organization (ICAO) and other members of the civil aviation community, recognizes that the primary navigational system of the future will be provided by a satellite-based system. The FAA currently plans to phase out traditional ground-based systems. To take full advantage of satellite technology in the enhancement of air traffic services, civil aviation will require the full support of the air traffic control community. Therefore, it is essential that Air Traffic establish and maintain a leadership role for integrating satellite-based technologies into the National Airspace System (NAS). Furthermore, it is important that implementation decisions concerning the air traffic portion of the NAS are made by, and in the best interests of, Air Traffic and aviation customers. Establishing a national, regional, and facility air traffic focal point, combining the resources and capabilities of all air traffic organizations, and ensuring each organization is represented and participates in the implementation process will create the proactive stance necessary for the successful integration of new technologies.
- 4. HEADQUARTERS ATSOIT ORGANIZATION, ADMINISTRATION AND RESPONSIBILITIES.**
  - a. Organization.** The Air Traffic Operations Program (ATO) and the Air Traffic Airspace Management Program (ATA) are co-sponsors of the ATSOIT. The Air Traffic Operations Program Director and the Air Traffic Airspace Management Program Director shall, in coordination, appoint the ATSOIT Chairperson or, at their prerogative, appoint Co-Chairpersons. Member organizations shall appoint one member, in writing, as the organization's spokesperson. However, the spokesperson may be supported by other members of the organization as subject matter experts at the discretion of the spokesperson. Membership is composed of representatives from the following organizations:

Distribution: A-W(AT/TO/TA/TX/RN/ND)-3; A-X(AT)-3;  
A-Y(AI)-3; A-Z-3; A-FAT-O(LTD)

Initiated By: ATO-400

- (1) Air Traffic Strategic Operations/Procedures Division (ATO-100).
- (2) Air Traffic Flight Service Operations (ATO-300).
- (3) Air Traffic Operations Planning Division (ATO-400).
- (4) Air Traffic Aeronautical Information Division (ATA-100).
- (5) Air Traffic Planning and Analysis Division (ATA-200).
- (6) Air Traffic Airspace and Rules (ATA-400).
- (7) Air Traffic Training (ATX-100).
- (8) Air Traffic Labor Management Relations (ATX-500).
- (9) Air Traffic International Staff (AAT-30).
- (10) National Air Traffic Controllers Association (NATCA).
- (11) National Association of Air Traffic Specialists (NAATS).
- (12) Air Traffic GPS Integrated Product Team (IPT) Lead (ARN-100).
- (13) Satellite Navigation Program Office (AND-730) (Advisory role).

**b. Administration.**

(1) Meetings.

- (a) The ATSOIT should meet at least quarterly or more frequently if needed.
- (b) Any member may request an ATSOIT meeting through the Chairperson(s).
- (c) Meeting attendees will be confined to members and contractor support, subject matter experts, invited speakers, and guests.
- (d) Invitations for speakers and guests to meetings shall be approved by the Chairperson(s).
- (e) Sub-groups may be formed, as required, to work specific issues. Sub-group recommendations shall be submitted to the full ATSOIT for comments or action.

(2) The Chairperson(s) shall:

- (a) Prepare an agenda and provide adequate notification about meetings.
- (b) Ensure that a meeting summary is completed and disseminated to all ATSOIT members, regional SATNAV point-of-contact, and other attendees. The summary shall include any action items and the current status of each open item.

(3) The Air Traffic Satellite Implementation Office, ATO-402, shall provide administrative support to the ATSOIT chairperson.

**c. Responsibilities.** The ATSOIT shall:

- (1) Provide direction and oversight for the efficient integration of satellite-based technologies into the air traffic control portion of the NAS.
- (2) Promote the advantages and capabilities of SATNAV to customers and system providers.

(3) Establish SATNAV implementation policies and priorities that meet FAA objectives for the future air traffic control system.

(4) Review the results of regional initiatives and recommend national implementation, as appropriate, to the office of responsibility.

(5) Annually prioritize all active and proposed Air Traffic SATNAV initiatives and funding proposals.

(6) Coordinate with other FAA organizations, committees, and teams concerning SATNAV implementation initiatives and provide assistance as necessary.

(7) Evaluate existing and draft FAA policies and procedures concerning satellite-based technologies, assessing the impact on air traffic services within the NAS, and make recommendations, as appropriate.

(8) Review and recommend changes to the Air Traffic Satellite Navigation Implementation Plan.

**5. RECOMMENDATIONS.** All recommendations prepared by the ATSOIT that affect organizations outside Air Traffic shall be sent to the appropriate organization through the Director of Air Traffic (AAT-1).

## **6. RELATIONSHIPS.**

a. In order to address and resolve SATNAV issues, the ATSOIT shall have tasking authority for those Air Traffic organizations represented on the ATSOIT with the understanding that assigned tasks will be completed in the agreed-upon time.

b. The ATSOIT Chairperson(s) shall serve as the Air Traffic representative to the Satellite Operational Implementation Team (SOIT).

c. The ATSOIT Chairperson(s) shall serve as a member of the Airspace Liaison Team (ALT).

d. ATSOIT shall maintain a working relationship with other committees and working groups associated with SATNAV implementation, e.g., Satellite Procedures Implementation Team (SPIT), Air Traffic Procedures Advisory Committee (ATPAC), Advanced System Operational Planning Team (ASOPT), etc.

## **7. REGIONAL SATNAV IMPLEMENTATION GROUP ORGANIZATION, ADMINISTRATION, AND RESPONSIBILITIES.**

a. **Organization.** Each region shall establish a primary point of contact within the Air Traffic Division that is responsible for coordinating SATNAV implementation activities. It shall be the prerogative of each region to assign an individual to the function and/or to establish a SATNAV implementation group (i.e., Regional ATSOIT). In addition, each region is strongly encouraged to designate a point of contact for SATNAV implementation at major air traffic facilities with responsibilities determined by the region.

b. **Administration.** Each region shall establish operating procedures for the SATNAV point of contact/implementation group.

c. **Responsibilities.** As a minimum, each region's SATNAV point of contact/implementation group shall:

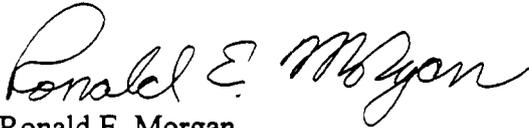
(1) Provide management oversight, guidance, and assistance for all SATNAV activities and serve as the single point of contact within its area of responsibility.

(2) Develop a process for the initiation, review, concurrence, and control of SATNAV suggestions/initiatives at the regional and facility level to meet national plans, goals, and objectives.

(3) Coordinate with regional organizations regarding procedural infrastructure requirements resulting from SATNAV implementation.

(4) Support the ATSOIT or other committees/working groups in matters associated with SATNAV implementation, as needed.

(5) Promote the advantages and capabilities of SATNAV to users and system providers, and solicit suggestions/recommendations from all coalitions regarding SATNAV implementation.



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