



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety
Flight Standards Service

800 Independence Ave
Washington, DC 20591

Captain Ronald Renk
Co-Chairman, Performance-based Operations Aviation Rulemaking Committee (PARC)
United Airlines
7401 E Martin Luther King Boulevard
Denver, CO 80207
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Dear Captain Renk:

This is a second follow-up to our September 28, 2018 letter, with an update on our response to the Performance-based Operations Aviation Rulemaking Committee (PARC)'s recommendations with respect to Satellite Voice (SATVOICE).

Shortly after sending you our first update on April 8, 2019, we received results of the operational evaluation with United Airlines Boeing 777 and Boeing 787 aircraft, with voice services provided by San Francisco Radio. These results show SATVOICE performance comparable to High Frequency (HF) radio.

The Federal Aviation Administration (FAA) hosted a Safety Risk Management Panel (SRMP) on September 10 – 11, 2019, to assess hazards associated with adopting the PARC's recommendations. The SRMP identified one minor hazard and one implementation prerequisite.

The hazard, with minor severity and remote likelihood, was that insufficient radio operator resources would cause a delay in voice messages, resulting potentially in a loss of separation. Subject to availability of funding, the FAA will need to modify its Aeronautical Mobile Communications Service contract to ensure resources are adequate to the demand.

The implementation prerequisite is a planned infrastructure upgrade, which will allow radio operators to identify the priority of incoming emergency calls. Development work on this upgrade is underway, and operational testing will occur as soon as practical after this development work is complete.

The FAA plans to conduct an additional test using SATVOICE through New York Radio and San Francisco Radio, to confirm performance is sufficiently comparable to HF as to allow its eventual use as a sole voice Long-range Communication System (LRCS). This test is planned to commence in Calendar Year 2023, as conditions allow. If performance data supports the policy change, the Safety Risk Management Document will be coordinated for risk acceptance and signature, and Aeronautical Information Publication (AIP) and Aeronautical Information Manual (AIM) amendments will be submitted for publication.

When the FAA decides to make the recommendation report and the related documents publicly available, all documents will be placed on the FAA Committee Database website at: http://www.faa.gov/regulations_policies/rulemaking/committees/documents/.

Sincerely,

For

Lawrence Fields
Executive Director (A), Flight Standards Service