



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

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

January 24, 2023

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

Dear Mr. Childs:

Thank you for your continued leadership and support of the NextGen Advisory Committee (NAC). The NAC continues to provide essential aviation community advice, which is necessary for the successful implementation of NextGen. As a result, the Federal Aviation Administration (FAA) requests advice from the NAC in the form of the following task:

Task 23-1: National Airspace System (NAS) Airspace Efficiencies

Achieve greater airspace efficiencies while reducing reliance on, and divest from, legacy systems and procedures and move to a reliance on a more modernized NAS.

The FAA offers the following suggestions for this task:

1. Within the scope of current FAA automation capabilities, explore opportunities for increased utilization of existing Performance Based Navigation (PBN) procedures.
2. Identify opportunities for industry to leverage efficiencies gained from their avionics and dispatch systems investments, which may allow the FAA to divest from certain legacy NAS elements.
3. Identify opportunities for the FAA to remove existing and infrequently used Instrument Flight Procedures (IFPs).
4. Identify opportunities to modify existing IFPs/Standard Instrument Departure Procedures (SIDs)/Standard Terminal Arrival Procedures (STARs) to gain overall airspace efficiencies.
5. Identify a baseline PBN and non-PBN IFP infrastructure to provide the minimum service level and airport access for both non-Global Positioning System/Area Navigation equipped aircraft and aircraft with advanced avionics for each Navigation Services Group Airport Category (1-5).
6. Identify trends in IFP/SID/STAR inventory that might be used as a national standard.

7. Explore opportunities for efficiencies with the use of Advanced Required Navigation Performance in conjunction with the Performance Based Operations Aviation Rulemaking Committee.
8. Work with the NAC Subcommittee Minimum Capabilities List (MCL) Team to capitalize on any cross-cutting issues that might support both tasks and industry achieving MCL-level of equipage.

The FAA asks that the NAC provide an interim progress report by Summer of 2023 and a full briefing by Fall of 2023.

Thank you for the valuable contributions of the entire committee toward the successful implementation of NextGen. If you have questions, please contact Kimberly Noonan, NextGen Stakeholder Collaboration Division Manager (Acting), at Kimberly.Noonan@faa.gov.

Sincerely,

A handwritten signature in black ink that reads "A. Bradley Mims". The signature is fluid and cursive, with a long horizontal line extending to the right.

A. Bradley Mims
Deputy Administrator