

[Recreation of the letter from Steven Zaidman to the RTCA, dated June 2, 2000]

Mr. David Watrous
President, RTCA, Inc.
1140 Connecticut Avenue, NW
Washington, DC 20036

Dear Mr. Watrous:

In my letter, dated July 23, 1999, I asked for RTCA's help in refocusing the activities ongoing in Special Committees (SC) 186, 193, and 195, to more closely align their work with the automatic dependent surveillance-broadcast (ADS-B) application priorities established by the Safe Flight 21 Steering Committee. I also asked for SC-186's assistance in providing additional ADS-B minimum operating performance standards (MOPS), such as for universal access transceiver (UAT) or very high frequency datalink Mode-4, once a link decision had been made.

I am pleased with the progress that has been made in refocusing the work of the Special Committees. As for my request to delay additional MOPS work, it appears that recent events such as the Alaska Capstone contract award and increased interest from the manufacturing sector, will require the development of UAT MOPS much sooner than anticipated.

In September 1999, the Alaska Capstone Program awarded a production contract that provides both ADS-B avionics and air traffic control infrastructure, using the UAT datalink. The contract also contains options, which allow for statewide deployment of an operational ADS-B system. In light of these facts, Aircraft Certification is now in immediate need of performance standards for use as guidance material by field personnel granting certification approvals.

I am requesting that RTCA begin immediate work on the development of a UAT performance standard, and require delivery of this document by the middle of 2001 to coincide with the planned "ADS-B Link Decision." Prior and planned testing will provide much information on UAT performance characteristics, and therefore I am reasonably confident that the UAT performance standards can be completed in the time frame specified. I am also requesting that once UAT performance standards are completed, RTCA continue working toward the completion of a full UAT MOPS. Completion of the UAT performance standards and subsequent full UAT MOPS will assist us tremendously in the Alaska Capstone effort and Safe Flight 21 in general, helping ensure success for these "Flagship" programs.

I have asked Paul Fontaine, the FAA's co-chair to SC-186, to begin the process of identifying a nucleus of personnel to take on this task. We would appreciate RTCA's help in canvassing industry, to identify other manufacturers who would be interested in participating in the development of these MOPS. We stand ready with offer of resources, to help "kick start" this important task. If you have any additional questions on this matter, please do not hesitate to contact me.

Sincerely,

[signed originally by]

Steven Zaidman
Associate Administrator for
Research and Acquisitions

cc: Mr. Hal Moses