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Phil Boyer
President

January 28, 2002

John B. Hayhurst
President, Air Traffic Management
The Boeing Company
1200 Wilson Boulevard MC RS-00
Arlington, VA 22209

Dear John:

As I wrote you last August when Boeing initiated the "Working Together" process, AOPA participated to insure general aviation is fairly represented from the user standpoint in any alternatives to the Federal Aviation Administration's present or planned air traffic system. While your ability to efficiently facilitate the writing of a document is commendable, there are issues and concerns I want to share about the first document developed in the process of outlining the specifications for a global Air Traffic Management (ATM) system. In addition, the recent terrorist activities and the increased focus on homeland defense and security raises questions about the feasibility of a global ATM system, particularly one that is privatized.

AOPA strongly believes the ATM system must optimize the needs of all airspace users – including general aviation. During the seven months of interaction with Boeing ATM staff we have observed a lack of understanding about the broad range of system users when discussing operations in the National Airspace System (NAS). It is clear Boeing ATM is focused on your airframe customers – perhaps from your perspective this is justifiable.

Boeing's plans for prioritizing the requirements in the System Performance Requirements Document (SPRD) raises concerns because this could be done in such a way that financially benefits your company. These user needs are traditionally evaluated, discussed and prioritized in public forums to benefit all users.

There are several general aviation priorities Boeing should include in the SPRD. These requirements, while not within Boeing's stated scope for any of the four tracks, are essential for AOPA's acceptance of your, or any future global ATM system.

- **The costs for general aviation users to access and operate in a global ATM system should be equal or less than it is today.** With a single ATM system, duplicative infrastructure costs and service provider overhead are minimized, thus reducing operating costs in all regions of the world.
- **With a new ATM system, general aviation aircraft operating under Visual Flight Rules (VFR) should have increased access to all airspace areas.** Because of the ATM system's efficiencies and performance gains, more airspace should be available for VFR general aviation operations. Increasing the access and flexibility of general aviation operations in all airspace areas generates incentives for acceptance of a global ATM system.
- **A global ATM system should be capable of providing equal or better levels of service without expensive avionics upgrades or training.** An ATM system should result in improved safety, access and efficiency without costly equipment and training mandates.

Although Boeing has separated the FAA's ten-year Operational Evolution Plan from the global ATM discussions, it is unclear how a global ATM system will dovetail into the status of United States airspace system modernization. You cannot ignore technologies being implemented. The SPRD transition requirements should include the following issues:

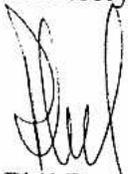
- The status of the United States NAS in the year 2010.
- Probable CNS capabilities of each aircraft in the NAS.
- Avoiding multiple avionics changes over short time periods in the transition from OEP to global ATM.

As you have publicly acknowledged at the meeting in early January, the system performance is not the most difficult aspect of your stated goals, but rather acceptance. With these comments in hand, I hope you will have increased insights into the concerns AOPA has with this document and with a future global ATM system.

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John B. Hayhurst
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On a personal note, I am sorry I will not be able to attend the February 28 meeting. A long-standing out-of-town engagement precludes this date. I was planning to attend the previously announced February 13 date. My Senior VP of Government and Technical Affairs, Andy Cebula will very ably represent AOPA.

Sincerely,

A handwritten signature in black ink, appearing to read 'Phil Boyer', with a stylized, cursive script.

Phil Boyer