



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

Aviation System Standards
6500 S. MacArthur Blvd
Oklahoma City, OK 73169-6901

MAY 04 2006

Mr. Phil Boyer
President, Airplane Owners and Pilots Association
421 Aviation Way
Frederick, MD 21701-4798

Dear Mr. Boyer:

The Federal Aviation Administration (FAA) is continuing to expand the availability and capability of area navigation (RNAV) to improve safety and efficiency within the National Airspace System (NAS). A major enhancement is the introduction of Wide Area Augmentation System (WAAS) capable RNAV instrument approach procedures that provide for precision vertical guidance.

The number of instrument approach procedures available to the public has nearly doubled over the past decade and will continue to grow with public's demand for new WAAS procedures. The cost of maintaining the existing ground-based navigational infrastructure while expanding new RNAV capability is challenging to the FAA's projected budget over the next five years. Maintenance of existing ground-based procedures places the greatest strain on limited FAA resources.

To meet the public's demand for WAAS capable RNAV procedures, the FAA must manage the growth in the number of instrument approach procedures by eliminating under used and redundant procedures. Initially the agency identified procedures for cancellation at runway ends that are served by an RNAV procedure and a second ground-based procedure (i.e., a ground-based procedure other than the NDB). Although we are expanding our possible cancellation candidates beyond NDBs, we are continuing to identify cancellations that will minimally impact our customers.

We are coordinating these proposed cancellations with the Airports, our Regional Airspace Procedures Teams, and with the Department of Defense. We are posting all the proposed cancellations on the National Flight Procedures Group coordination website and they will be published in the Federal Register for 30 days. As an additional step to ensure coordination with the General Aviation community, we are submitting to you the attached list for your input. We also welcome input from your members. Please address your comments or concerns to: National Flight Procedures Group, P.O. Box 25082, Oklahoma City, OK 73125. We will consider all input postmarked by May 31st, 2006, and will provide a response to all letters we receive.

We appreciate your support as we continue to expand the capability and availability of WAAS procedures for you and your members.

Sincerely,

Thomas C. Accardi
Director of Aviation System Standards

Attachments