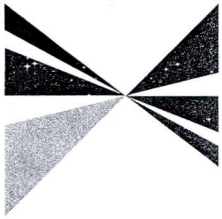
SOUTHERN CALIFORNIA



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December 14, 2009

Mr. Michael Romanowski, Director
NextGen Implementation and Integration Office
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Mr. Romanowski,

SUBJECT: Southern California Interest in NextGen Applications

The Southern California Association of Governments (SCAG) supports the FAA giving early focus on NextGen satellite-based air transportation applications for the Southern California Region. This position was unanimously supported by the SCAG Aviation Transportation Advisory Committee (ATAC) at its September 24, 2009 meeting. ATAC is comprised of airport managers and other aviation community representatives in Southern California, and advises the agency on aviation-related issues. We are advised that your office would be an appropriate FAA "portal" to begin the effort to ensure that this happens

SCAG is keenly interested in the NextGen issue because of the many near and mid-term benefits that would accrue from NextGen. For example, as the FAA's FACT 2 capacity planning effort has identified, there will be a future shortage of airport capacity within the SCAG multi-county region. Some of the solutions involve more efficient use of the area airspace. Redesign of the airspace with NextGen integration is an important implementation tool.

There are also current NextGen benefits in terms of carbon footprint/fuel savings, safety, and noise abatement, from tailored arrivals and departures, including Continuous Descent Approaches, which the aviation community would welcome the chance to implement – even on a limited basis pending more availability of necessary user equipage. For example, although we are not aware of the current status of the ADS-B NextGen application called the Emergency Management Operations Control System, this Los Angeles basin prototype would tremendously benefit airborne emergency first responders in scenarios similar to the wildfires which very recently ravaged the area.

Southern California is not alone within the State in this desire for a near-term focus on NextGen applications. The California Airports Council, representing the State's commercial service airports, earlier this year adopted the position of support for California being a "test bed" for NextGen. In May of 2008, the California Transportation Commission adopted a goal that California should become a NextGen "test bed". Both of these organizations foresee many NextGen benefits, including addressing the fact that demand within two of

California's major metropolitan regions is projected to exceed airport capacity within the next few decades.

Mr. Romanowski, your efforts in support of our request will be very much appreciated. If we can be of any help in your follow-up efforts, please contact our SCAG Aviation Program Manager Michael Armstrong, at Armstron@scag.ca.gov.

Sincerely,

JON A. EDNEY
President
Councilmember, City of El Centro

CHRIS KUNZE
Chairman, Aviation Technical Advisory Committee

cc: Mark McClardy, Manager, Airports Division, Western-Pacific Region, FAA
John Porcari, Deputy Secretary, U.S. DOT
Michael Armstrong, Aviation Program Manager, SCAG