



February 25, 2021

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Washington, DC 20330

**Re: Status of RTCA Tactical Operations Committee Report on Operational Impacts of Intentional GPS Interference**

The National Business Aviation Association (NBAA) and the Aircraft Owners and Pilots Association (AOPA) represent the interests of business owners utilizing general aviation aircraft and of general aviation pilots. We are writing to express our concern regarding the operational impact of intentional Global Positioning System (GPS) jamming events occurring routinely in the National Airspace System (NAS) and to request a detailed briefing on the status of the 2018 RTCA Tactical Operations Committee industry report on the topic.

Both NBAA and AOPA recognize the importance of the Department of Defense (DOD) mission to support and maintain the GPS constellation and train as they fight, including DOD's need to simulate the loss of GPS. At the same time, the NAS has become increasingly reliant on GPS as the primary source of navigation and aircraft system functionality while reducing the ground based navigational backup infrastructure.

In response to this growing reliance on GPS and industry concerns about the impacts associated with intentional jamming events, the Federal Aviation Administration (FAA) tasked the RTCA Tactical Operations Committee in May 2017 to evaluate and deliver a report on the Operational Impacts of Intentional GPS interference. In March 2018, the Committee delivered the report which included over two dozen detailed recommendations to help minimize the operational impact of the jamming events.

As discussed during the committee deliberations, both the frequency and impacts of these events have continued to grow significantly over the past decade and will continue to proliferate over time according to both the FAA and DOD.

Despite reduced operations in the NAS over the past year, General Aviation continues to show increased activity and volume, exceeding commercial airline operations. In recent months, operators have continued to report operational impacts and reduced access to airspace and airports resulting from intentional GPS jamming events. In just the past few weeks, industry concerns, related to access to Friedman Municipal Airport (KSUN) in Hailey, Idaho, have

showcased the need for further engagement with the agency on how to ensure processes and mitigations are in place to ensure access to both airports and airspace during jamming events.

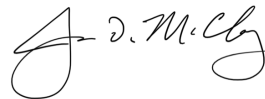
While the RTCA report provided many suggested mitigations and recommendations about protocol to reduce the operational impact on civilian operations, the industry has yet to receive any feedback from the agencies on the disposition of those proposed mitigations. Therefore, NBAA and AOPA are seeking a detailed briefing and update on the status of that industry report, including the work done over the past several years to help provide operational relief.

We look forward to hearing more on the status and updates on this important issue.

Sincerely,



Heidi Williams  
Director, Air Traffic Services & Infrastructure  
NBAA



Jim McClay  
Director, Airspace, Air Traffic & Security  
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