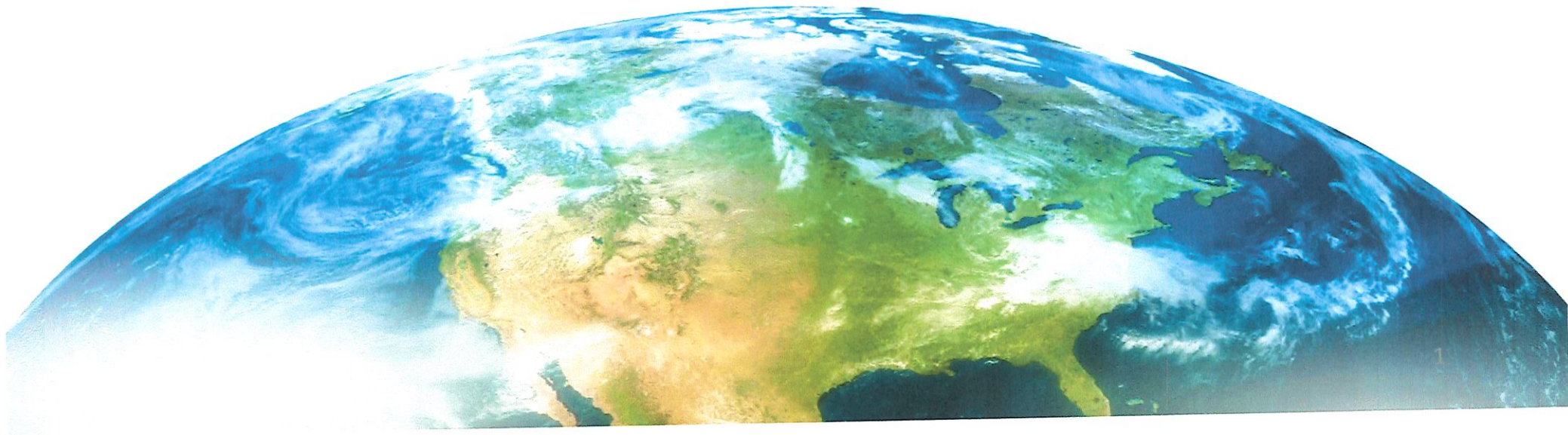




Next**GEN**

Leesburg Executive Airport (JYO) Remote Tower Status

February 21, 2023



Agenda

- Saab SDA Status
- Decision
- Next Steps and Schedule

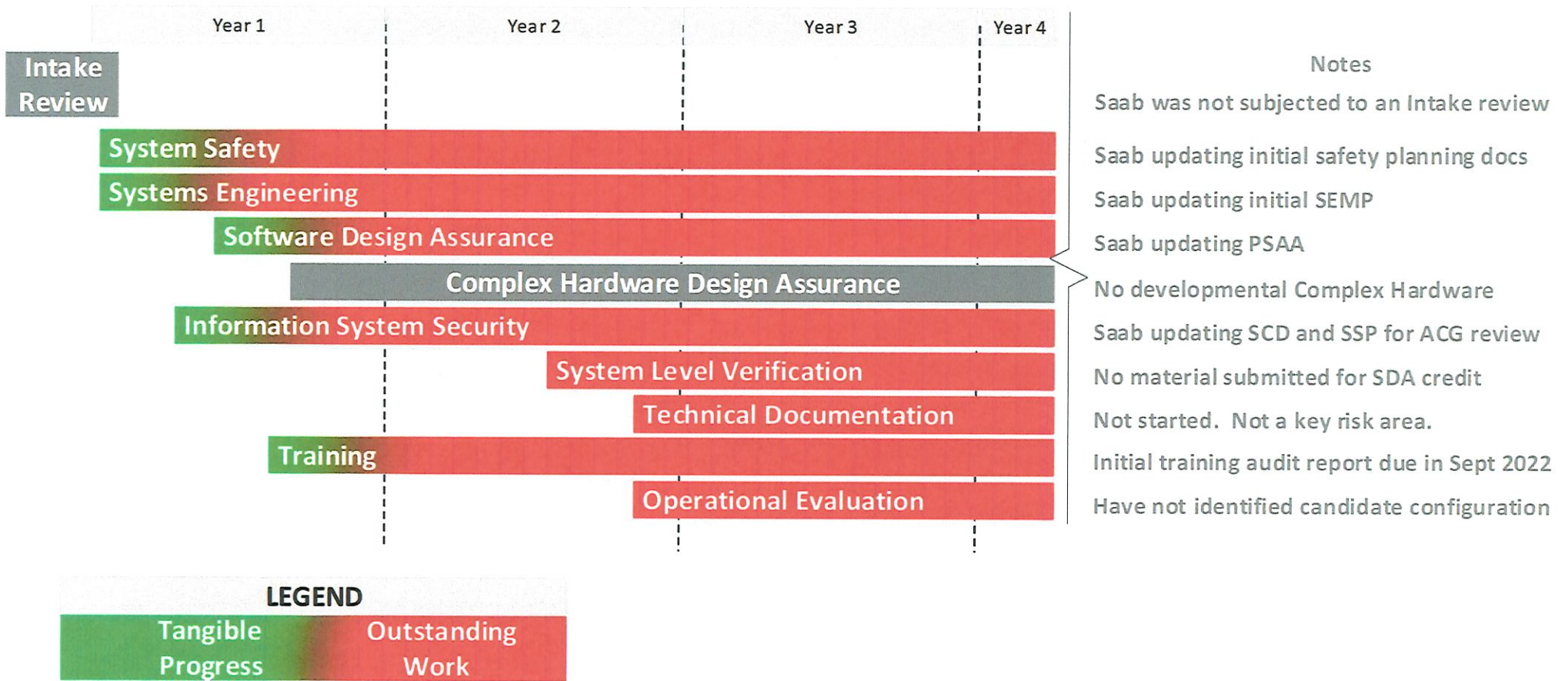


Saab System Design Approval (SDA) Status

- September 2021: Saab obtained Air Traffic Operational Viability Decision
- January 2022 – January 2023:
 - Saab sent FAA various SDA documentation
 - FAA and Saab prioritized tasks, focusing on key risk areas for the “Gen 1” (JYO) baseline (i.e., safety, information system security, general equipment requirements, training)
 - Minimal SDA progress was made (see next slide)
 - Saab used an ad hoc development and design process for the submitted configuration, which made it difficult for them to show compliance
 - Initially developed to support remote tower evaluations in Europe
 - Configuration has been modified over a ~10 to 12-year history under a migrating set of processes
 - Saab Sweden is the primary design entity for this product (i.e., the applicant does not generate or control much of the compliance data).
- February 8, 2023: Saab sent letter informing FAA they are withdrawing their request for SDA for the current remote tower equipment configuration installed at JYO (i.e., Gen 1 r-TWR)
 - Saab expressed interest in submitting a future SDA request with a future baseline remote tower system (through Intake Process); however, the timeline for submission is UNKNOWN



Saab SDA Progress (as of January 2023)



Decision

- Early FAA efforts on Remote Towers determined that the approval and operation of these systems should be handled under Non-federal Program policy due to their potential safety impacts.
 - i.e. The system's use case could lead to hazardously misleading information being provided to controllers in the case of malfunction.
 - Accidents and incidents related to potential malfunctions may lead to legal liabilities on the part of the vendor, airport/sponsor, and the FAA.
- FAA Order 6700.20B, "Non-federal Navigation Aids, Air Traffic Control Facilities, and Automated Weather systems", sets the policy for non-federal systems operating in the NAS, to ensure safe operations thru agency oversight.
 - Section 3.2a states that: "Sponsors may only install equipment that is FAA-Approved or (For AWOS) Type Certified."
 - The Order also sets forth requirements for the formal commissioning and periodic inspection of non-federal equipment, as well as requirements for verification of non-federal technicians maintaining this equipment.
 - These requirements cannot be met until the system has received official system design approval (SDA) by the FAA.
 - With Saab making the decision to cease work towards SDA, there is no path forward to formal commissioning and oversight of the JYO r-TWR system into the NAS.



Next Steps

- FAA team to close out JYO RT Pilot site
 - Begin coordination with various stakeholders, to shutdown RT operations at JYO
 - JYO close out plan and schedule developed
 - June 14, 2023: Estimated Last day JYO RT tower services provided (align with June 15, 2023 publication cycle)
 - Coordinate with JYO and Saab to remove RT system currently operating traffic at JYO
 - Archive project files and dispose of unnecessary Saab documentation

