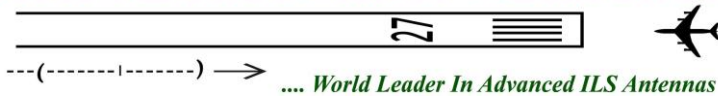


WATTS ANTENNA COMPANY



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November 27th, 2019

President Donald J. Trump
The White House
1600 Pennsylvania Avenue
Washington, DC 20500

SUBJECT: DESPITE DECADES OF CONGRESSIONAL LETTERS, IT HAS FINALLY HAPPENED. U.S. AIRPORTS HAVE FALLEN BEHIND THE REST OF THE WORLD IN OPERATIONAL EFFICIENCY, GROWTH OPPORTUNITIES AND SAFETY!

Dear Mr. President Trump,

Under previous FAA leadership and government direction, U.S. airports have fallen behind the rest of the world in operational efficiency, growth opportunities and safety. U.S. airports are congested due to the decades long (30+ years) attempt to replace the Instrument Landing System (ILS) with more “advanced” technology, while failing to support ILS improvements, now being embraced by the rest of the world.

The world has moved ahead of the U.S. by deploying advanced ILS technology, such as 32 and 34 element wide aperture localizers, superior to any ILS in use at U.S. airports today. The localizer is the lateral guidance component of the ILS. The largest localizer in the FAA's inventory is a 20-year-old 20 element array. The glide slope is the vertical guidance component of the ILS. Except for electronic equipment improvements that do not affect performance, the FAA has not introduced a modern glide slope antenna system in 30 years.

Evidence shows that U.S. airports continue to fall behind international airports in efficiency by continuing to utilize older generation ILS antennas. Several European airports have recently installed wide aperture ILS localizer antennas to increase their throughput capacity. Four ultra-modern 32 element wide aperture localizers manufactured by Indra of Norway have been installed at London Heathrow Airport. Additionally, Indra has installed 32 element arrays in Switzerland, Norway and Qatar with more installations pending world-wide. A 34-element localizer designed by the Canadian company INTELCAN, was recently commissioned in Bogota, Columbia. Each of these countries now have a more advanced ILS than Atlanta, Hartsfield or our “Big Three” airports within the Port Authority of New York and New Jersey (JFK, LaGuardia and Newark). The U.S. has no current ILS plan to compete.

Independent reports indicate that a single advanced localizer installation at Zurich International Airport on a CAT III runway was able to “increase the number of movements in low visibility conditions by approximately 20% starting in October 2016”. The antenna is credited with increased capacity, reduced holdings, and increased safety in low visibility conditions. Reports indicate the new antenna also enables optimization of airside land usage allowing buildings to be built on land previously deemed non-constructible without disrupting the facility's ILS signal.

Watts Antenna Company, an American corporation and the *World Leader In Advanced ILS Antennas*, designed, built and installed what is still today, the world's widest aperture localizer antenna, commissioned Category III in 2006, in Geneva Switzerland. At that time, Watts Antenna Company provided the United States with what we now know was a nine-year lead in ILS antenna technology when compared to the rest of the world. As of today, we estimate that the United States is now five to seven years behind other nations in implementing Advanced ILS technology. A new generation of Advanced ILS Antennas (localizer and glide slope) second to none in the world, are currently available from Watts Antenna Company. These advanced ILS antennas have been scrutinized, modeled, measured, flight tested and proven to operate as designed. Full implementation of these ultra-modern ILS antenna designs will restore America's rightful position as the world leader in precision navigation guidance and will result in America having the most efficient and robust airports in the world.

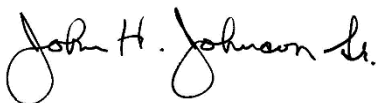
Throughout June and September of 2018, Watts Antenna Company sent over 650 certified letters to U.S. government representatives. As a result of our letters, our fourth such mailing in two decades, we were invited to a meeting in February of 2019, at FAA Headquarters in Washington, DC to meet with the FAA Navigation Program Group. During the meeting it was clear that there is internal opposition to support ILS developments that would interfere with the FAA's position on GPS and available funding for the GPS program. The FAA remains adamant, refusing to invest in advanced ILS antennas, even though independent reports indicate a 10 to 20 percent increase in airport capacity during IFR operations utilizing these advanced arrays. We were informed there was no interest in supporting these developments for the federal program and we were given a contact for the non-federal approval program.

In our opinion, ILS programs for testing, evaluating and supporting updates to critical National Airspace Systems (NAS) are being prematurely dismantled. The FAA is vague with regards to the existence of an ILS test facility and uncooperative with our attempts to gain approval for needed modifications to support legacy systems within the NAS, manufactured by Watts Antenna Company. [REDACTED]

[REDACTED] Therefore, we request the appointment of an independent oversight and review committee, outside of the FAA, to impartially evaluate the FAA's ILS programs.

We at Watts Antenna Company welcome the opportunity to discuss this matter with you for the benefit of the U.S. National Airspace System. Feel free to contact me directly at your earliest convenience.

Sincerely,



John H. Johnson Sr.

President

Watts Antenna Company

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To view the information presented on this subject at the 64th ATCA Annual Conference & Exposition in Washington D.C. on October 22, 2019, "[Increasing Capacity is Easy; Overcoming the Politics of Opposition is Another Matter.](#)" Contact us at info@wattsantenna.com or visit our website at www.wattsantenna.com.

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