

JPDO NEWS

September 2007

A newsletter from the Joint Planning and Development Office

From 1500 K Street

Yuri Gawdiak will be joining JPDO as the lead for the newly created Systems Analysis Support Division. This division will continue JPDO's work in modeling the NextGen architecture and systems. It will also provide analytical support to other JPDO divisions, including Enterprise Architecture and Engineering, Portfolio Management, and Policy.

Gawdiak, who comes to the JPDO from NASA, has extensive experience in aeronautical engineering and strategic analysis. He managed the development and transfer of air traffic management and safety applications, and was program manager of the Engineering for Complex Systems program.

Dr. Sherry Borener, who was the lead for the Systems Engineering and Analysis Division (now a part of the Systems Analysis Support Division), is Special Assistant to the Director for Industry Affairs.

We welcome your input. Please send your comments to 9-AWA-ATO-JPDO-Partnership@faa.gov.

JPDO News Staff

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▶ THE JPDO IS A DIVERSE ORGANIZATION with a wide range of participants and stakeholders. Communicating with this community can be challenging. That's why the JPDO, in an effort to promote the flow of information and encourage discussion of this complex, fast-moving and comprehensive initiative, held its first-ever "All Hands" meeting. For a report on the proceedings, visit www.jpdo.gov. The next "All Hands" meeting will be held on November 9th. Look for details to follow in the coming weeks.



Kris Burnham, JPDO Director of Portfolio Management, discusses parameters of the NextGen budget process.

Integrated Work Plan Out for Review



Ed Waggoner, JPDO Director of Enterprise Architecture and Engineering, sets forth the review procedure and timeline for the Integrated Work Plan.

▶ The Integrated Work Plan (IWP) is an evolutionary document that describes how NextGen is being developed to meet the nation's need for air transportation safety, security, mobility, efficiency, and capacity.

IWP describes the transition from the current to end state as defined in the

Concept of Operations (ConOps) and Enterprise Architecture (EA), which describe what the NextGen future state will be. It describes the *who*, *when*, and *how* NextGen capabilities will be researched, developed, and implemented. Decision-makers will understand specifically what needs to be done, by what date, and by what government or private sector partner.

The initial baseline Version 0.1 of the IWP was completed on July 31 and distributed for limited initial review by our partner agencies and a special NextGen Institute Review Team. The review comments will be incorporated into Version 0.1, as appropriate, yielding IWP, Version 0.2, which will be released for review to a broader range of NextGen stakeholders. It is anticipated that Version 1.0 will be released late this year. 

General Aviation on Board with NextGen

General Aviation enthusiasts flocked to Oshkosh, Wisconsin, on July 23-29 for AirVenture. As more than 10,000 airplanes descended, the FAA Control Tower at Wittman Field was designated as officially the “busiest in the world.” The event’s attractions included the annual fly-in, showcase flying, air shows, presentations, workshops, and exhibits.

Each year, the event is hosted by the Experimental Aircraft Association (EAA), headquartered in Oshkosh. Founded in 1953 by those interested in building their own aircraft, the organization has evolved to include a member base with diverse aviation backgrounds. Its interests now include antiques, classics, warbirds, aerobatic aircraft, ultralights, helicopters, and contemporary-manufactured aircraft.

While General Aviation is normally identified with the small, propeller-driven, sport aircraft featured at AirVenture, it encompasses all U.S. aircraft which are flown for non-commercial purposes.

In a presentation at the show, Phil Boyer, president of the Aircraft Owners and Pilots Association (AOPA), said he was “upbeat” and sees “a bright future for General Aviation.” Expressing his support of the NextGen initiative, Boyer said, “We at AOPA are on board with NextGen; there is a light at the end of the tunnel, and we will accomplish our goal of continued world leadership [in aviation]. General Aviation pilots want to be a part of the solution.” He concluded, “There are great times ahead.” 



NextGen fully supports the General Aviation community. Benefits include:

- **Preservation of Small Airports.** JPDO recognizes the importance of the 20,000-plus airfields which support the General Aviation community.
- **Equivalent Visual Operations in Marginal IMC.** With NextGen, for example, bad weather will not have an adverse impact on flights. In most situations, pilots will be able to proceed with operations as if the weather is clear.
- **Better Weather Information.** Improved weather information will help disseminate weather situational awareness and create a common weather picture for all pilots.
- **Greater Access to Terminal Airspace.** The flexible management of the airspace, coupled with improved weather forecast accuracy, new communications, and surveillance and navigational capabilities, allows access to more airspace, more of the time, with reduced impact on traffic flows. This will maximize access for all traffic, while supporting the principle of giving an advantage to those aircraft with advanced capabilities that support the air traffic management system. In addition, because of the reduced “footprint” required for these operations, classic VFR operations will have more access around major airports.
- **Security Targeted to Risk.** The assessment of risks under NextGen provides a prioritized list of vulnerabilities and potential mitigation. For example, external attacks on aircraft may be an issue at some airports, requiring mitigation. Fortunately, this means that most General Aviation airports will not be as vulnerable to these risks.