

JPDO NEWS

Focus on the
Airlift/Tanker Association
(see back page)

October 2007

A newsletter from the Joint Planning and Development Office

From 1500 K Street

An important element of the JPDO realignment reconstitutes the original eight Integrated Product Teams into nine Working Groups: Aircraft, Air Navigation Services, Airport, Environment, Global Harmonization, Safety, Security, Net-Centric Operations, and Weather.

Charters from the newly formed JPDO Working Groups are slated to be approved this month. Descriptions and other customized information will be added for each Working Group before this process is completed.

- The next JPDO “All Hands” Meeting will be held on November 9 at the James Webb Auditorium, NASA Headquarters Building, 300 E Street, S.W., Washington, DC 20024. The event will feature a special presentation relating to ADS-B. For more information, visit www.jpdo.gov.
- Version 0.1 of the Integrated Work Plan has generated more than 1,700 comments. Version 0.2 is expected to be released this month.

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

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JPDO’s NextGen Forum on Capitol Hill

Led by Director Charles Leader and several division directors, the Joint Planning and Development Office invited staff members of aviation-related committees from both the Senate and House to the first-ever NextGen Capitol Hill Forum on September 17. Hosted by Congressman John Mica in the historic Florida House on Capitol Hill, the forum encouraged a robust discussion between JPDO leadership and key staff members with regard to the plans behind the Congressionally-mandated initiative and JPDO’s implementation goals. It achieved just that.

The discussion centered on the budget planning process and several important aviation policy issues related to NextGen implementation. One key topic raised by staffers was alignment of NextGen investments with agency budgets. Kris Burnham, JPDO Director of Portfolio Management, highlighted the close working relationship between the Office of Management and Budget (OMB) and JPDO. The JPDO, said Burnham, is an “office of influence,” with no direct control over agency budgets. She added, “When we hold meetings with OMB, examiners from several agencies show up, as well as from the White House Office of Science and Technology Policy. Thus, this close relationship with OMB is very important.”

The synchronized nature of the Concept of Operations, Enterprise Architecture,



Congressional staff members meet with JPDO's Charles Leader and Division Directors.

and Integrated Work Plan was addressed by Ed Waggoner, Director, JPDO Enterprise Architecture and Engineering Division and Jay Merkle, JPDO Chief Architect, who emphasized how critical these documents will be in NextGen’s long-term development.

Peggy Gervasi, JPDO Director of Policy, discussed the cross-cutting nature of policy concerns related to NextGen. While the Concept of Operations raises as many as 90 separate policy issues, there are at least four high-profile concerns with cross-agency interest that must be addressed in the near-term.

There are policy questions as to the private sector role in providing weather information. Another issue relates to “net-enabled information sharing” and how the agencies will work together to assure a seamless sharing of data. Still another issue is national safety management which requires policy decisions as to data sharing and the implementation of a national standard. Finally, there is “integrated surveillance” and policy decisions regarding sharing and optimizing airspace surveillance resources between government agencies. ➔



Airlift/Tanker Association in Sync with JPDO

Among supporters of NextGen are members of the Airlift/Tanker Association (A/TA), headquartered in Fairfax, Virginia, which is hosting its 39th Annual Convention and Symposium on October 25-28 in Nashville, Tennessee. Dedicated to ensuring that American military forces maintain the air mobility capability required for national security, A/TA is international in scope with more than 8,500 members in 40 chapters worldwide. While most members are active duty, National Guard, Reserve, and retired military personnel, A/TA's roster includes many civilians, including industry representatives.

Air Mobility Command: The Nerve Center of A/TA

"Air mobility is America's backbone of deterrence; it provides America's Wings of Freedom," said the late General Robert "Dutch" Heyser, a former A/TA chairman. A/TA members are involved in air mobility activities with close ties to the Air Mobility Command (AMC) Force, headquartered at Scott Air Force Base (AFB) in western Illinois, near St. Louis. AMC is linked to the Department of Defense through the U.S. Transportation Command. It provides airlifts, aerial refueling, special air missions, and aeromedical evacuations for American armed forces.

In addition to providing rapid, global mobility and sustainability for the military, AMC provides a key role in humanitarian support at home and abroad. Scott AFB hosts AMC and the U.S. Transportation Command which coordinates key supply-chain activities, the Tanker Airlift Control Center, and the recently announced Global Logistics Support Center.

Among its other activities, A/TA supports research to advance mobility capabilities, and encourages the nation's youth to participate in air mobility-related activities. A/TA also sponsors speaking engagements, seminars, symposiums, conventions and public forums.

The NextGen Connection

How do A/TA and JPDO work together? "A/TA and JPDO are at the nexus of how AMC links up with private industry, representing some 45,000 operators out daily flying

planes," said Air Force Colonel Christopher Pehrson, a life member of A/TA and former AMC unit squadron commander. Col. Pehrson is the Department of Defense's liaison to the JPDO. "NextGen details how we'll be operating in the air-space environment in the future. As the biggest single user of that space every day, AMC needs to operate fully integrated in and alongside of civilian airspace."

Col. Pehrson added that AMC of necessity must be able to anticipate and integrate the technology and equipment required for NextGen's implementation. Whether it is surveillance issues, diplomat-cleared routing, special-use airspace, or training ranges for airdrop and nighttime operations, we have operational concerns and training requirements that we need to integrate. "Since the Department of Defense is both a user and provider of air traffic control, we want to be fully cooperative as a partner, and ensure that unique military concerns get a voice as NextGen fully achieves transformation," he said.

Shared Interests

From JPDO's perspective, Director Charles Leader said, "The partnership between JPDO, the Department of Defense and the Department of Transportation effectively dovetails our goal of making NextGen optimally efficient to all of its communities and users." He added, "We have many shared interests with A/TA, an organization with a significant record of achievement in the national interest. Its input will be invaluable as we move forward with NextGen."

The areas for mutual cooperation include airport management, weather tracking and forecasting, environmental concerns, global harmonization, net-centric operations, safety and security. AMC expertise of particular interest to JPDO includes commercial and civil airlift control; equipage; the Civil Reserve Air Fleet; the Tanker Airlift Control Center; and fuel management.

Working cooperatively with organizations like A/TA will help ensure the realization of the eminently worthwhile goals of NextGen envisioned in the Vision 100 legislation. ✈️



Humanitarian supplies are unloaded from a C-130 Hercules in Kenya. The C-130 has been in the MAC and the AMC inventory longer than any other plane.



KC-135 Stratotanker prepares to refuel F-16 Fighting Falcons over the Golden Gate Bridge.