

JPDO NEWS

November - December 2007

A newsletter from the Joint Planning and Development Office

From 1500 K Street

- **Reminder:** The next JPDO "All Hands" meeting will take place on November 9, at the James Webb Auditorium, NASA Headquarters Building, 300 E Street, S.W., Washington, DC 20024. A highlight of the meeting will be a briefing on Automatic Dependent Surveillance Broadcast (ADS-B) presented by Vincent Capezuto, Director of Surveillance and Broadcast Services Program Office, FAA Air Traffic Organization (ATO).
- JPDO is sponsoring a workshop for the aviation community focused on the integration of weather into future airspace operational systems. The workshop will be held in February at a date and location to be determined.
- In an interview on Federal News Radio (AM 1050), JPDO Director Charles Leader discussed the mission of NextGen in transforming the National Airspace System and the role of JPDO in achieving this goal. Click on the following link for an 8-minute excerpt of the interview. http://www.jpdo.gov/vid_LeaderInterview.asp.

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

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Dutch Delegation Visits JPDO

The Dutch Minister of Transport, Public Works and Water Management, Camiel Eurlings, along with a delegation from the Royal Netherlands Embassy, met in Washington, DC, with JPDO Director Charles Leader and others for a briefing on NextGen developments. As described in *Dutch News*, an English-language daily newspaper for the Netherlands, Eurlings recently proposed a plan to increase air traffic at Amsterdam Schiphol Airport, the Netherlands' main airport, by 20 percent without damaging the environment or compromising airport accessibility.

While the discussion ranged from issues of financing to environmental policies, the greatest concern to Dutch officials were questions relating to NextGen's commitment to a global harmonized system compatible with SESAR (Single European Sky ATM Research), NextGen's European counterpart. In 2006, then-FAA Administrator Marion Blakey concluded an agreement with Jaques Barrot, Vice President of the European Commission, which formalized cooperation between SESAR and NextGen. SESAR is being developed by EuroControl, the European Organization for the Safety of Air Navigation.

"It's part of our global harmonization and outreach [plan] to assure a seamless integration," Leader said. "The task force is working with the European Commission to define roles, and the



Camiel Eurlings (4th from left) and members of the Dutch delegation are pictured with JPDO's Charles Leader (far right) and Ed Waggoner (3rd from right).

Dutch may be able to take a lead with our European partners in addressing broader issues." 

Airbus A380, World's Largest Passenger Airline, Debuts

The inaugural commercial flight of the first production Airbus A380 super-jumbo jet took place on Oct. 25. Bearing the colors of Singapore Airlines, the four-engine, double-decker jet--the world's largest passenger airliner--flew from Singapore to Sydney.

Manufactured by Airbus, a subsidiary of the European Defence and Space Company (EADS), it is far larger than the 747. The A380 represents Airbus' effort to meet future worldwide demand, particularly for long haul travel, by building an aircraft that carries a passenger load substantially greater than any aircraft flying today.

With an upper deck which extends the entire length of A380's fuselage, the cabin offers 50 percent more floor space than the next largest airliner, the Boeing 747-400, and seating for up to 525 passengers in a standard three-class configuration, or 850 people in a full economy-class configuration. 



The Policy Component of NextGen

The Next Generation Air Transportation System initiative (NextGen) addresses every aspect of the future transformation of the nation's air transportation system. Implementing such a broad and unprecedented initiative requires not only addressing issues dealing with research and investment in new systems and equipment, but must also focus on major questions dealing with a range of policy issues.

An initial review of the Concept of Operations, the fundamental description of how NextGen will work, identified 90 separate policy-related questions that need to be addressed. These include budget prioritization, research, investment strategy, modeling, environmental concerns, global harmonization, liability, and/or aircraft equipage, and the list goes on.

All policy issues require, to some degree, a change in values, beliefs, and behaviors. In many cases, these issues, and how they are handled and implemented, are fundamental to the success of the NextGen initiative. JPDO is acting as a catalyst for addressing these policy concerns. However, it is the NextGen partner departments and agencies, working with our stakeholders, who will be responsible for resolving these issues.

2008 Policy Priorities for the Senior Policy Council

Addressing major policy issues of NextGen is an important priority for the JPDO leadership, and especially for the Senior Policy Committee (SPC). The SPC is chaired by the Secretary of Transportation and its membership includes senior representatives from each of NextGen's partner departments and agencies. The SPC has identified three multi-agency policy initiatives for 2008.

Information Sharing. Delivering the efficiency benefits of NextGen depends on the ability to share useful information in real time. Examples include aircraft position data derived from ADS-B, weather conditions and forecasts, facility availability, and security information. In this regard, the policy issues are challenging. The Net Centric Operations Working Group is working to define what information is needed, what is available, and what can be shared.

Safety Management. The second SPC-targeted policy issue is how safety will be assured in the highly demanding and complex NextGen operating environment. The Safety Working

Group is developing a comprehensive prognostic approach that will use "safety risk management" to discover and correct safety hazards before accidents happen. However, if this approach is going to reach its full potential, all aviation activities throughout government and the private sector need to participate.

Weather Improvements. The third SPC-targeted policy area deals with weather data and forecasting improvements. The NextGen concept envisions a common weather picture for those who operate in the National Airspace System; one that will enable air traffic managers and aircraft operators to identify and use acceptable weather airspace with greater reliability. However, to achieve this objective, it will be necessary to clarify roles and responsibilities of those who currently produce and disseminate weather information. This policy issue is now being addressed by an interagency team.

In addition, another team is looking at the functional requirements for what is referred to as the "4-D Weather Cube." The FAA, DoD, and National Weather Service all have ongoing efforts in developing 4-D weather cubes. However, from a policy perspective, it is important to harmonize these initiatives. This team will be making recommendations to the JPDO Board in December.

The Future

Policy development is not, and has never been, a fixed and easily definable process. Rather it is a continuous process of analysis, defining alternatives, and working with stakeholders to develop a consensus about making the optimum policy choices in furtherance of the JPDO mission. ✈️

