

JPDO NEWS

September - October 2008

A newsletter from the Joint Planning and Development Office

From 1500 K Street, NW

The JPDO "All Hands" meeting has been RESCHEDULED: The meeting will be held on October 21 at the National Transportation Safety Board Conference Center, 429 L'Enfant Plaza, SW, Washington, DC 20594. Marion Blakey, President and CEO of Aerospace Industries Association, will be a featured speaker. This event is open to the JPDO community and interested public. *Note: This is not a mandatory meeting and no travel compensation or per diem will be provided.*

On September 22, JPDO Director Charlie Leader spoke at the Association of Old Crows 6th Annual Net-Centric Operations Conference in New Castle, NH. The conference focuses on net centricity as an enabler in warfighting, civil, and commercial domains.

On October 6-8, Bob Pearce, JPDO Deputy Director; Mark Andrews, Government Co-Chair of the JPDO Weather Working Group; and other JPDO representatives will attend the National Business Aviation Association (NBA) 61st Annual Meeting and Convention in Orlando, FL.

JPDO Deputy Director Bob Pearce will attend the NASA Fundamental Aeronautics Program Annual Meeting, which will be held on October 7-10 in Atlanta, GA.

The NASA/JPDO Quarterly meeting will be held on October 31 in Washington, DC.

The JPDO Board will reconvene on October 2.

The Senior Policy Committee will reconvene on November 17.

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

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ICAO Forum Looks at SESAR and NextGen

There is a natural tendency when discussing NextGen to think of it entirely in terms of domestic applications. However, that would be a mistake. The vision for NextGen is that it will function in the international community. Other nations are actively working to position their aviation systems, just like we are, to be more scalable and flexible. Europe in particular, through the Single European Sky ATM Research (SESAR), is seeking to develop many of the same capabilities that will be applied in NextGen. Considering

the volume of air traffic between Europe and America, the question of how we maintain interoperability is a serious one. The concern is that unless we standardize requirements for new systems, avionics, and procedures, there could be unwanted additional costs for aviation operations and equipage.

That is why ICAO in Montreal convened a forum called "Integration and Harmonization of NextGen and SESAR into the

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From the Director

One of the most important objectives for the JPDO, and a role I want to stress as we move into 2009, is promoting interagency collaboration and cooperation in the development of NextGen.

This is a critical part of our enabling legislation and an important component of the JPDO mission. That is why I would like to mention a few examples.

One of the JPDO's most notable successes has been in technology transfer. Under JPDO sponsorship, NASA and the FAA have jointly established Research Transition Teams. These teams meet to coordinate aviation research planning, all the way through development, maturity, and hand-off. The benefits of this work, in terms of delivering products when they are needed, and in the most cost-efficient manner, are already yielding results.

We are also engaged in active collaboration with the Department of Defense, with the Air Force serving as the lead agency, in joint program development as well as research collaboration and technology transfer. The synergy from this collaboration will have significant long-term effects. Similar efforts concerning weather, with the Department of Commerce, have been highly productive in streamlining weather research and developing the core concepts for NextGen weather planning.

Further, I am pleased to say that when the Senior Policy Committee asked each of the partner agencies to develop a NextGen acceleration plan, the FAA, DOC, DoD, DHS, and NASA, each aggressively responded. This kind of responsiveness and cooperation is the very essence of JPDO's underlying philosophy.

Technology transfer and the facilitation role that the JPDO plays in this effort is an important part of our mission, and one that will offer substantial benefits to NextGen, both in its development phases and in its implementation.



Charles Leader

Airports: Developing Consensus in a Diverse Community

Many of NextGen's benefits rely on investments that will be made in the airport environment. However, given the long-term nature of the planning horizon for airport construction, as well as the scope and diversity of the airport community, coordinating and planning these investments is a challenging undertaking. This mission, which involves developing consensus and a general planning framework, is the responsibility of the JPDO Airports Working Group.

NextGen will provide significant benefits to airports and airport operations. The application of new NextGen-based technology and procedures in the airport environment will increase airport capacity while at the same time assuring safer operations and a reduction in environmental impacts. This will be achieved by improvements in situational awareness on the ground, improved operations during inclement weather, and reduced lateral, vertical, and miles-in-trail separation standards. Environmental benefits will accrue through the development of more efficient flight tracks and Optimized Profile Descents. Also, small noise contours will help to reduce an airport's noise footprint.

The Airports Working Group's key stakeholders are state and local governments and airport authorities. These are the organizations that are responsible for making the critical NextGen airport investments. While there is a substantial Federal involvement, it is limited to those projects that are funded by the FAA. While the FAA Airports organization can take the products of the Airports Working Group and turn them into guidance and regulations, this only extends to projects receiving Federal funds.

This means that successful implementation of NextGen in the airport environment has to be achieved through a process of partnership, collaboration, and cooperation.

One of the challenges to planning in the airport environment is timing. Since it can take as long as 10 or 20 years before an airport project goes from the initial planning stage to completion, timing, particularly in recognizing the benefits of NextGen, is critical. Reduced runway separation requirements is a good example. Current runway separation standards require a distance between parallel runways of 4,300



feet. However, within the next few years, it is likely that NextGen-based improvements in surveillance, navigation, and avionics will allow a substantial reduction of the current standard. Airport operators will be able to build new parallel runways in a significantly reduced amount of space. The challenge as these improvements are made is to synchronize evolving NextGen technology with the planning and design of future airport projects.

Another important objective of the Airports Working Group is in developing its outreach message to the airport community. Since many of the important NextGen-related improvements will be funded by localities, states, and airport authorities, it is important that individual airport operators become involved in NextGen. They need to be supportive of NextGen, able to understand its benefits, and willing to advocate investment in NextGen improvements. This kind of outreach will be one of the Working Group's principal objectives during the coming year.

The Airports Working Group faces numerous challenges. To help airports nationwide implement NextGen, they need to develop consensus across a diverse community, coordinate funding, and develop a mechanism for assuring that airport planning and the benefits of new NextGen capabilities are properly aligned. ✈️

Prepared by the JPDO Airports Working Group.

ICAO Forum Looks at SESAR and NextGen (continued from page 1)

Global ATM Framework.” The purpose of this meeting, held September 8-10, was to bring together leaders and system planners involved in the development of each system. The objective was to discuss the differences and commonalities between the two systems and identify the gaps.

Acting FAA Administrator Bobby Sturgell noted that “for years we’ve viewed the creation of these two massive programs in terms of who gets there first.” However, he empha-

sized that this approach does not work anymore, and that “NextGen and SESAR need to be developed in a true spirit of cooperation and trust.”

Jay Merkle, JPDO Chief Architect, was a featured speaker, as were Vicki Cox, ATO Senior Vice President for NextGen and Operations Planning; Dr. Michael Romanowski, ATO Director for NextGen Integration and Implementation; and Steve Bradford, ATO Chief Scientist for Architecture and NextGen Development.

The conference set the context for future discussions and collaboration that will help

address the issues, in terms of technology, equipage, and procedures that are important to achieving harmonization and interoperability between the two systems. ✈️

In-Flight Entertainment

“Aviation is proof that, given the will, we have the capacity to achieve the impossible.”

— Eddie Rickenbacker
American Pilot, Businessman, and
Aviator 1890-1973