



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
1100.162

Effective Date:
June 10, 2005

SUBJ: Establishment of the Next Generation Air Transportation System Joint Planning and Development Office

1. PURPOSE. This order establishes the Federal Aviation Administration (FAA) joint planning and development office to manage work related to the Next Generation Air Transportation System. The Office shall be known as the Next Generation Air Transportation System Joint Planning and Development Office as prescribed by Section 709 of H.R. 2115. The office shall report directly to the FAA Administrator for national direction and to the Chief Operating Officer for day-to-day management oversight and integration into the National Airspace System.

2. DISTRIBUTION. This order is distributed to the Chief Operating Officer, all Assistant Administrators, Associate Administrators, the Chief Counsel, and the heads of offices and services in the FAA.

3. This order is effective the date of issuance.

4. BACKGROUND. Through Public Law 108-176 Vision 100 Century of Aviation Reauthorization Act congress directed the Secretary of Transportation to establish a Joint Planning and Development Office (JPDO) within the FAA to manage the work related to the New Generation Air Transportation System (NGATS). This Office will operate in conjunction with relevant programs in the Department of Defense (DoD), the National Aeronautics and Space Administration (NASA), the Department of Commerce (DoC), and the Department of Homeland Security. In developing and carrying out its plan, the Office shall consult with the public and ensure the participation of experts from the private sector including representatives of commercial aviation, general aviation, aviation labor groups, aviation research and development entities, aircraft and air traffic control suppliers, and space industry. The Office is responsible to:

- a. Oversee research and development activities related to NGATS.
- b. Create and carry out a transition plan for implementation of that system.
- c. Coordinate aviation and aeronautics research program to achieve the goal of more effective and directed programs that will result in applicable research.
- d. Coordinate goals and priorities and research activities within the Federal Government with United States aviation and aeronautical firms.

e. Coordinate the development and utilization of new technologies to ensure that when available, they may be used to their fullest potential in aircraft and in the air traffic control system.

f. Facilitate the transfer of technology from research program such as the NASA program and the Department of Defense Advanced Research Projects Agency program to Federal agencies with operational responsibilities and to the private sector.

g. Review activities related to noise, emissions, fuel consumption, and safety conducted by Federal agencies, including the FAA, NASA, DoC, and DoD.

6. PREPARATION OF INTEGRATION PLAN. The office should be responsible for development and implementation of an integrated plan for a Next Generation Air Transportation System (NGATS). The plan shall be designed to ensure that the NGATS meet air transportation safety, security, mobility, efficiency, and capacity needs beyond those currently included in the FAA's Operational Evolution Plan. The plan shall include the following elements.

a. A national vision statement for an air transportation system capable of meeting potential air traffic demands by 2025.

b. A description of the demand and the performance characteristics that will be required of the Nation's future air transportation system, and an explanation of how those characteristics were derived, including the national goals, objectives, and policies the system is designed to further, and the underlying socioeconomic determinants, and associated models and analyses.

c. A multi-agency research and development roadmap for creating the Next Generation Air Transportation System with the following characteristics:

1. The most significant technical obstacle and the research and development activities necessary to overcome them, including for each project, the role of each federal agency, corporations, and universities.

2. The annual anticipated cost of carrying out the research and development activities.

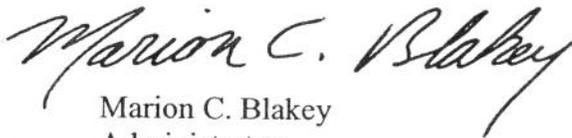
3. The technical milestones that will be used to evaluate the activities.

d. A description of the operational concepts to meet the system performance requirements for all system users and a timeline and anticipated expenditures needed to develop and deploy the system to meet the vision 2025.

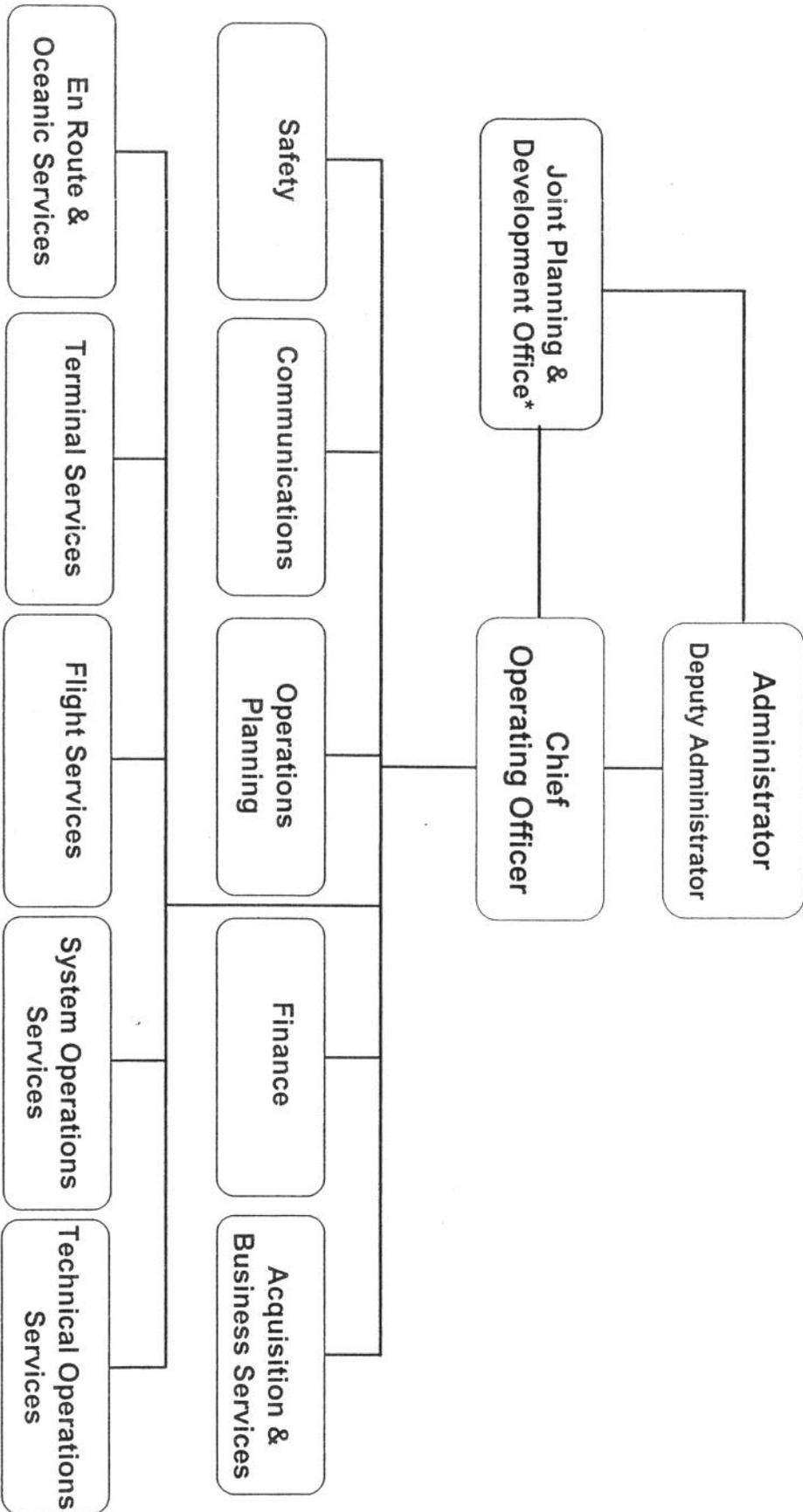
6. GOALS OF THE NEXT GENERATION AIR TRANSPORTATION SYSTEM. The goals of the system shall be to improve to the level of safety, security, efficiency, quality, and affordability of the National Airspace System and aviation services. Take advantage of data from emerging ground-based and space-based communications, navigation, and surveillance technologies. To integrate data streams from multiple agencies and sources to enable situational

awareness and seamless global operations for all appropriate users of the system, including users responsible for civil aviation, homeland security, and national security. Leverage investments in civil aviation, homeland security and national security and build upon current air traffic management and infrastructure initiative to meet system performance requirements for all system users. It should be scalable to accommodate and encourage substantial growth in domestics and international transportation and anticipate and accommodate continuing technology upgrades and advances. It must accommodate a wide range of aircraft operations including airlines, air taxis, helicopters, general aviation, and unmanned aerial vehicles. It must take into consideration the design of airport approach and departure flight paths to reduce exposure of noise and emissions pollution on affected area.

7. REPORTS TO CONGRESS. The Office will prepare a report for the Administrator to transmit to the Committee on Commerce, Science, and Transportation in the Senate and the Committee on Transportation Infrastructure and the Committee on Science in the House of Representatives annually. Annual submissions for inclusion in the President's budget must include a report describing the progress in carrying out the plan required by this legislation and this order.



Marion C. Blakey
Administrator
Federal Aviation Administration



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Federal Aviation Administration

ERRATA SHEET

**SUBJECT: FAA Order 1100.162, Establishment of the Next Generation Air
Transportation System Joint Planning and Development Office**

Inadvertently, when this order was printed the word "General" should have been "Generation" in the subject line on page 1. Therefore, we have attached a copy of that page to correct this error for insertion in the order.