NOAA’s Aviation Weather Program
PPBES Case Study

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Purpose of Presentation

• Highlight successful use of PPBES process to gain support and funding for programmatic needs
  – Focus on Next Generation Air Transportation System

• Lessons Learned in PPBES

• Better understanding of how a proposal gets supported in PPBES
NOAA’s Aviation Weather Program

- Consists of manpower positions in NWS’ Aviation Services Branch, the Aviation Weather Center, Alaska Aviation Weather Unit, regional representatives and product improvement funding line

- Commerce and Transportation (C&T) Goal Team

- Manages NWS weather information support to FAA and aviation community

- Focal point for NOAA involvement in Next Generation Air Transportation System (NextGen)
NextGen Overview

• Created by 2003 “Vision 100 - Century of Aviation Reauthorization Act” (PL 108-176) in response to mounting delays and expectation of rapid growth in demand, nearly 3x by 2025

• Multiagency initiative, with private sector participation, to transform the National Air Traffic System to expand capacity

• DOC/NOAA is lead of multi-agency Weather Working Group to reduce the impact of weather on air traffic
NextGen Overview

• Weather is considered a critical early enabler to NextGen

• Two prong approach:
  – Central repository containing a “single authoritative source” of weather information (Weather Information Database) to provide a consistent common operating picture
  – Integration of this information into operations to allow for proactive air traffic management with respect to weather
NextGen and PPBS

• Aviation Weather Program (AWX) has been advocating funding alternatives for NextGen through PPBES since FY08.
  – Claiming success, knock on wood, for FY10
• FY08
  – Minimal request to support planning and evaluation functions
  – OMB Passback directed DoC to participate in JPDO planning functions
• FY09
  – AWX requested $5M “above core” in Programming – didn’t make the cut
  – Program Decision Memorandum (PDM) directed AWX to determine “Programmatic Requirement for NOAA’s role in NextGen”
  – Process allows Line Offices to intervene in process: NWS requested $2M for NextGen
  – NOAA included in budget request to DoC, but DoC felt it was premature, pending the resolution of funding responsibilities
  – FY09 OMB Passback directed DoC to continue support for JPDO and to identify NextGen activities in future budget submissions
NextGen Collaboration

• In response to FY09 PDM, began close work with other NOAA programs to develop an integrated Program Plan for FY10 cycle
  – Science and Technology Infusion
  – Environmental Modeling
  – Space Weather
  – Local Forecasts and Warnings
  – Briefed the Research Council and NOSC

• FY10 Planning
  – Developed an integrated set of NextGen alternative which accounted for NOAA’s NextGen activities within the Programs listed above
  – Included R&D and modeling estimates to meet NextGen requirements
  – White Paper described the roles and responsibilities of NOAA Programs in meeting NextGen requirements
FY10 NextGen Request

• Used integrated alternatives to create NextGen inputs to FY10 Program Plan
  – Above core request made in C&T, W&W and MObI Program Plans
• PA&E supportive of AWX alternative, PDM included $4.3M increase
  – Main concern centered around division of roles and responsibilities between agencies (NOAA/FAA)
  – Initial NOAA CFO budget put NextGen Funding at $4.8M
• In early 2008, NextGen Executive Weather Panel established to address inter agency roles and provide guidance to NextGen Weather Teams
  – Consists of senior management from NWS, FAA, USAF and USN
  – May 30, 2008 meeting resulted in agreement on roles and responsibilities between agencies
• With this agreement, and specification of NOAA’s responsibility for NextGen Weather information, CFO supportive of full requirement
  – NextGen funding profile submitted to DoC $11.65M for FY10, $112M over FYP
Where are we now?

• **PPBES Steps** (it’s not as easy as it looks)
  – Develop alternative for Program Operating Plan (POP)
  – Goal Team Strategic Portfolio Analysis
  – POP reviewed by PA&E
  – NOAA Program
  – NOAA Budget
  – **DoC Budget**
  – Office of Management and Budget (OMB)
  – Congress

• **Now working with Commerce CFO**
  – Concern over risk of inter-agency funding strategy and interagency coordination

• **Already completed FY11 Planning, interest exceptionally high**
  – NextGen is a major part of the Transportation Strategy Paper
Lessons Learned in PPBES

• A good idea is not enough

• Must clearly identify:
  – specific need
  – a well thought out plan
  – what money will buy
  – benefit to nation and to NOAA
  – how performance will be measured

• Must also demonstrate what will happen without program increase

• Be creative

• Coordinate with internal and external partners

• Be persistent
Present Program Challenges

• Success in Planning and Programming leads to additional challenges as we move through Budgeting and Execution
  – Department and OMB Budget Justification
  – Acquisition Planning/Procurement
  – Project Tracking
  – IT Security
  – Transition to Operations
• Aviation Weather is excited by the prospect and up for the challenge!
Questions?