Management of Information in NextGen

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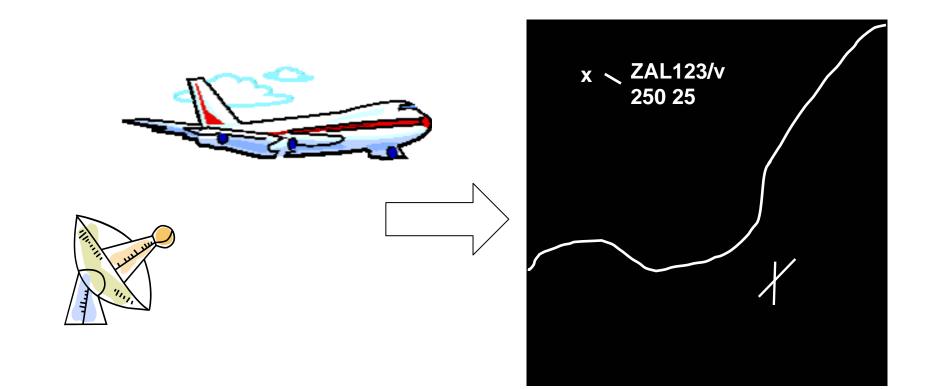
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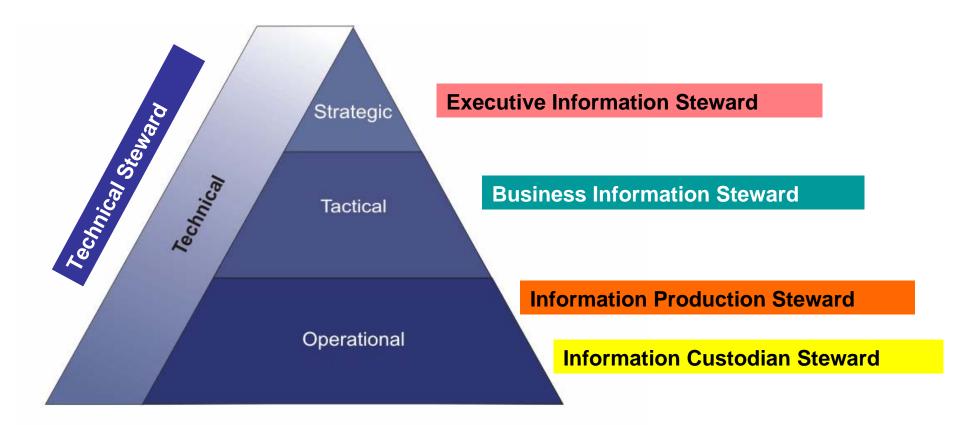


Federal Aviation Administration

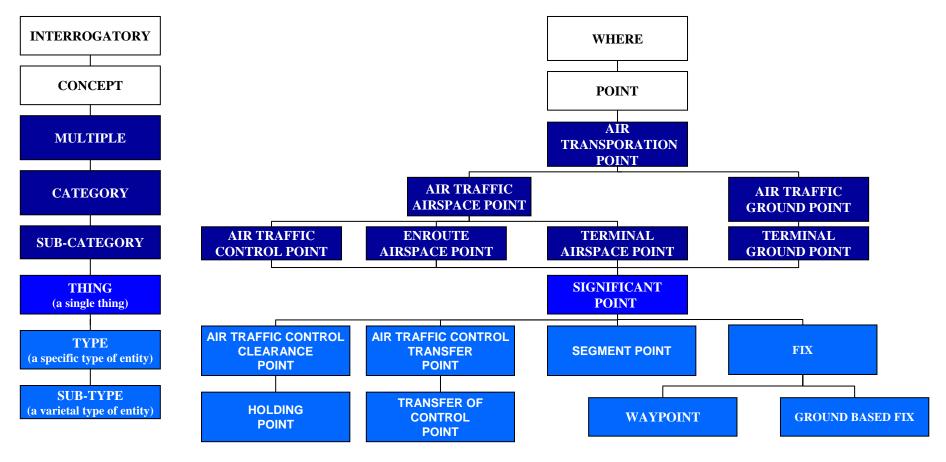




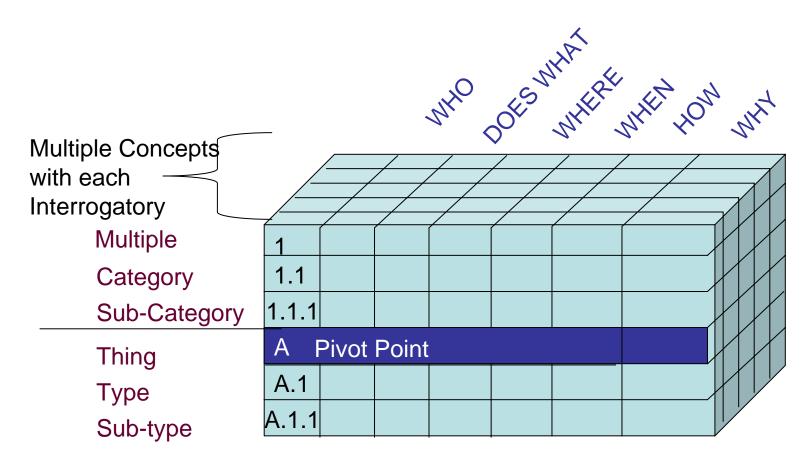














NextGen Information Types

- Aeronautical Data
- Weather Data
 - Multiple forecast models
- Air Traffic Data
 - Flight plans, demands, and capacity currently shared but air traffic decisions justifications not disseminated



Paradigm Change for Information Sharing

- Myth: Our current strategy is moving information management to support the Service-Oriented Architecture.
- Fact: Our current strategy is moving the infrastructure towards Service Oriented Architecture but the management from an information perspective is still point-to-point.



Example Case – ASDE-X

• First attempt (point-to-point)

- Users collected data directly from each ASDE-X site
- Violates FAA Network Policy

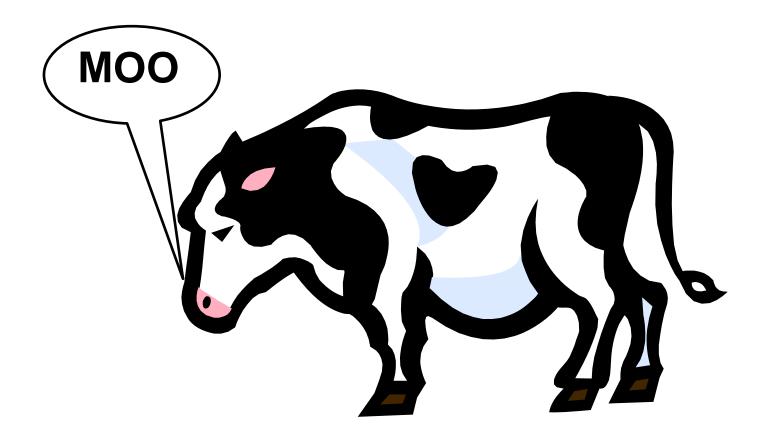
• Transition (single offering to users)

- FAA planned to collect data from all ASDE-X sites and feeds it directly to users
- Large bandwidth requirements
- Solution (multiple offerings with business information management)
 - Discussed with users what data was needed to define taxonomy
 - User can subscribe to different portions of the feed as needed



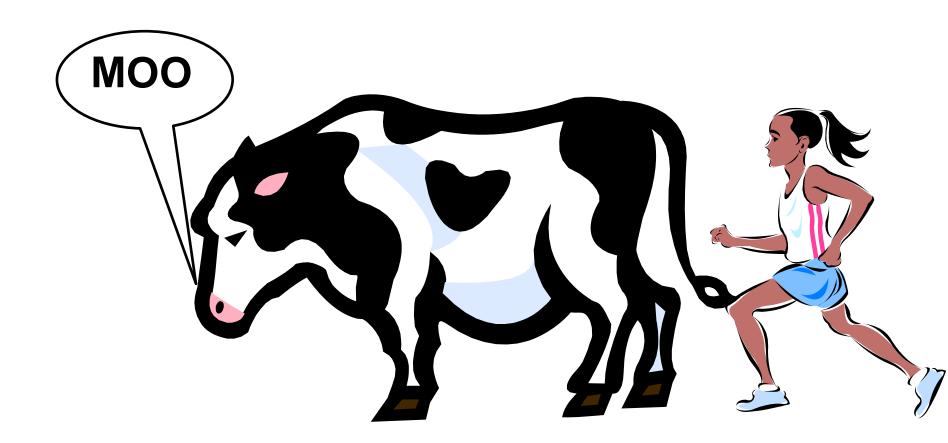
Differentiating between Authoritative Source for Data and Business Information Steward





Authoritative Source for Data





Authoritative Source for Data





Business Information Steward

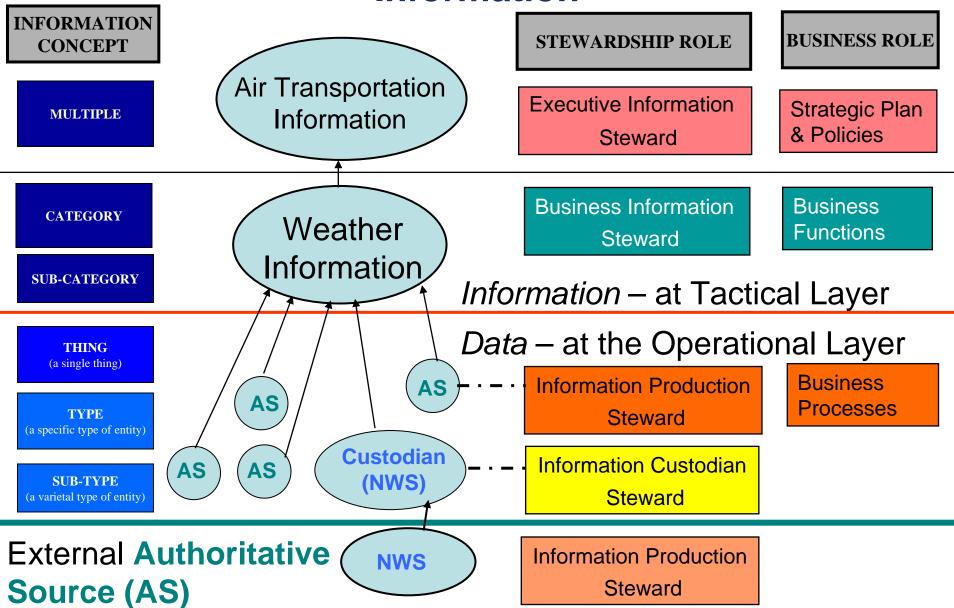


Management of Information Sharing

- Production versus Offering
 - Radar station produces track data
 - End product that will be offered to the user will filter, aggregate, and process the track data for business use.
- Single Offering versus Tailored Subscription
 - R-Side workstation requires high fidelity with high update rates.
 - Commercial flight trackers will only require low fidelity with delayed updates.



Stewardship Roles/relationship to Business and Information



QUESTIONS?

