#### Management of Information in NextGen

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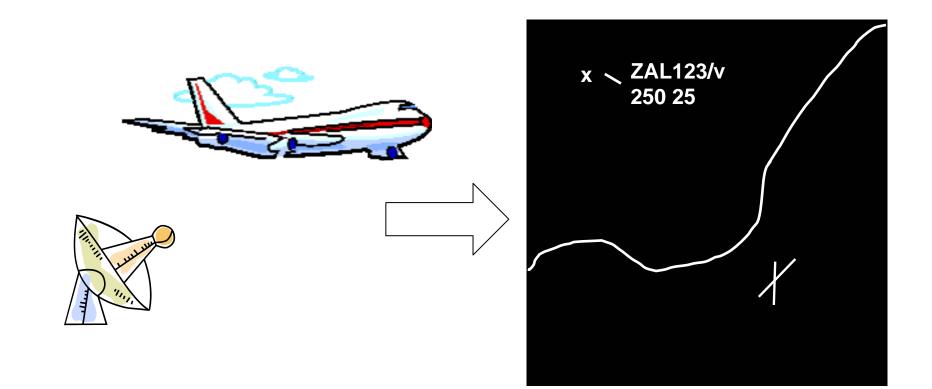
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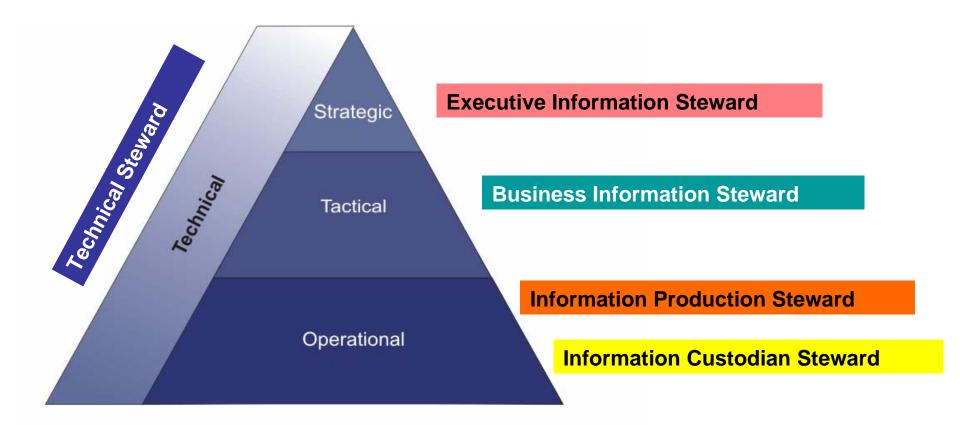


Federal Aviation Administration

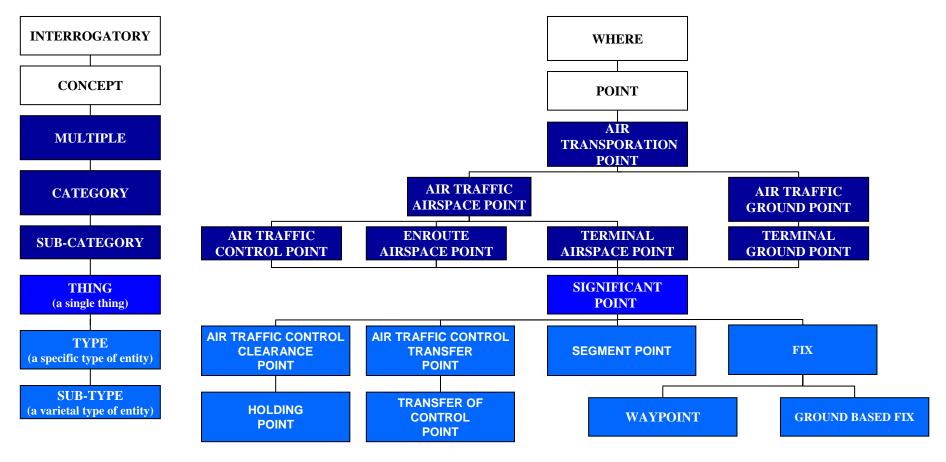




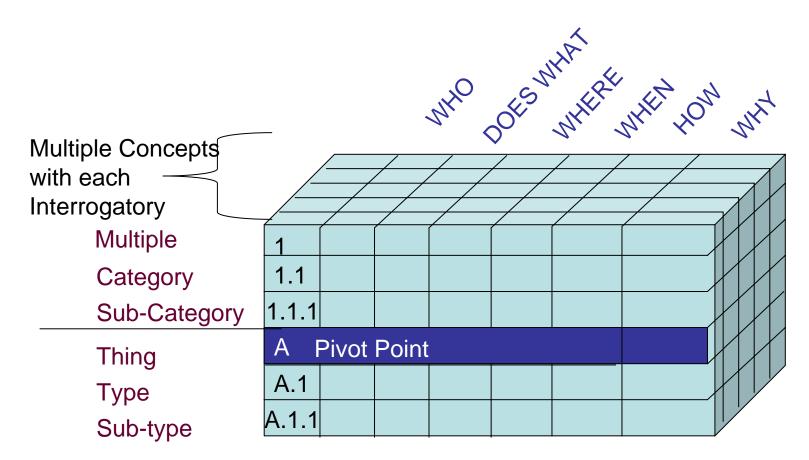














### **NextGen Information Types**

- 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

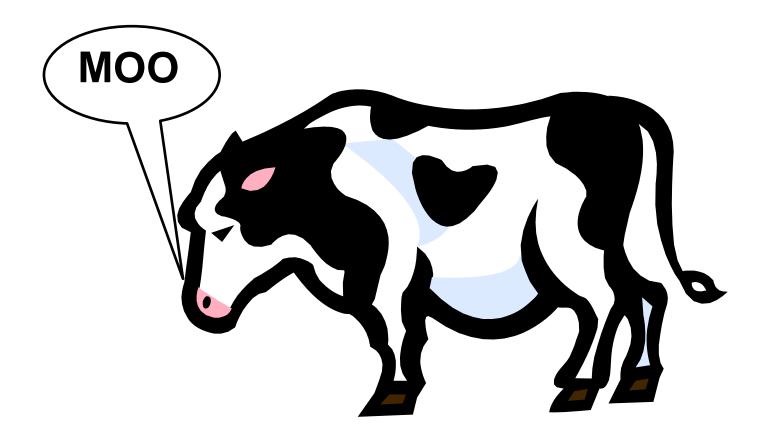
#### • Transition (single offering to users)

- 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



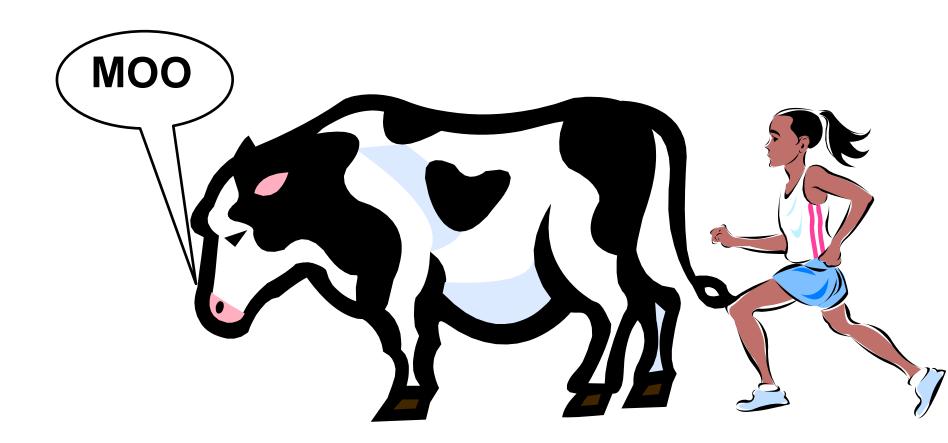
# Differentiating between Authoritative Source for Data and Business Information Steward





# **Authoritative Source for Data**





# **Authoritative Source for Data**





# **Business Information Steward**

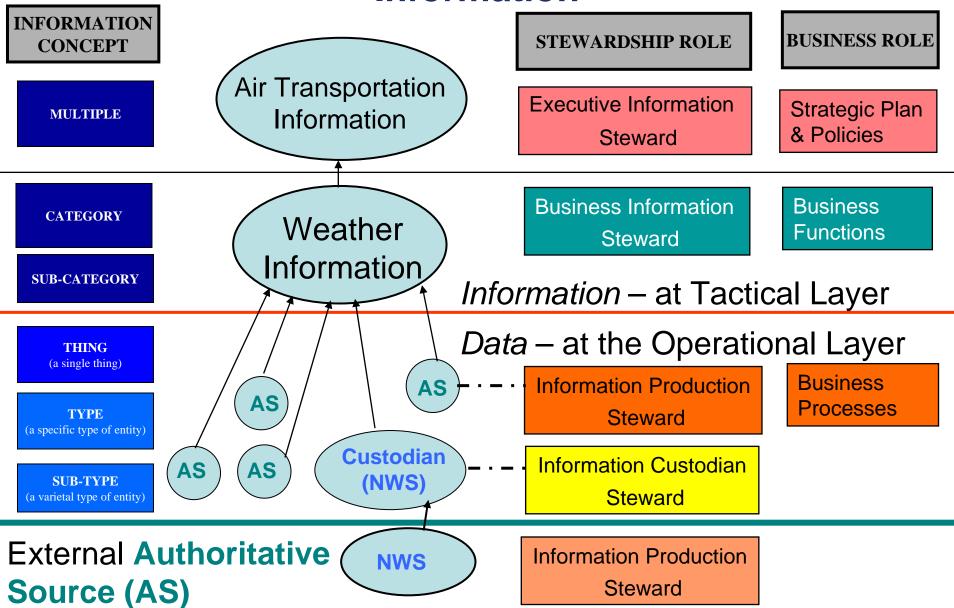


### **Management of Information Sharing**

- 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?**

