



DTFAWA-05-A-00005

Community-Wide Information Sharing

Purpose: To provide information on (1) historical and existing civil aviation information sharing regimes, and operator views of the usefulness and effectiveness of those regimes; (2) the usefulness of various categories of information (e.g. classified, non-classified but sensitive, proprietary, general) to safe and efficient air transportation system operations; and (3) analysis of to whom and to what extent various classes of protected information should be made available to various potential classes of users. This information will be used for development and analysis of candidate Next Generation Air Transportation System (NextGen) Network-Enabled Information System (NEIS) operating concepts and architectures.

Background: The Net centric Concepts Working Group (NCC WG) is charged with designing a Net-Enabled Information Sharing environment for NextGen. Various stakeholders including government (federal, state, and local), aviation operators, and third-parties including the traveling and shipping public will benefit from real-time, reliable, and accurate information about the National Air Space (NAS), vehicles operating in it, and various related utilities such as airports, maintenance facilities, and supporting services. Although most of the information will be available and accessible to the general public, access to some (such as classified, terrorism-related, and commercially sensitive information) must be restricted. The goal is to design an NEIS that maximizes availability of useful information without compromising legitimate national security, homeland security, and market competition concerns. In support of this activity, NCC WG would benefit from a comprehensive cataloguing and analysis of historical and existing information sharing regimes—government only, private sector, and public-private ventures—which may be incorporated into the NextGen NEIS, or may serve as models for the future system. NCC WG also would like to know what types of information operators and other stakeholders consider useful or not useful, and to what extent various potential users of the information should or should not have access to various restricted categories of information.

Statement of Work:

Subtask #1: Catalogue and Analysis of Existing Information Sharing Regimes

Within sixty (60) days of task award, the awardee shall provide JPDO a report and briefing that catalogues and analyzes information sharing regimes, both historical and in use today in the civil aviation community. The report and briefing shall include, but not be limited to, the following information:

- Who developed the system, and for what purposes?
- What information is carried on the system, and how is the information derived?
- Is the information verified or authenticated, and if so, how?
- Who uses it today, and for what purposes?
- Who hosts the system?
- Who operates the system, and how?
- How is it funded?
- How does a user gain access to the system?
- Is anyone restricted from using the system in whole or in part, and if so, how is denial of access accomplished?
- Are there documents and/or agreements governing access and use of the system, and if so, what are they and who has access to them?
- How do users view the system (e.g., is the information is useful, could it be made more useful or complete, is it easy or cumbersome to access and use, etc.?)
- Could/should the system serve as a model for NEIS, and/or should it be incorporated into NEIS?

Subtask #2: Identify NEIS Communities of Interest

Within sixty (60) days of task award, the awardee, through the Institute, shall convene a workshop of civil air transportation users and stakeholders to:

- Identify five (5) to ten (10) likely civil NextGen Net-Enabled Information Sharing Communities of Interest, that is, groupings of stakeholders who would benefit from having access to the same type of shared information. (Note: Many users/stakeholders will be members of multiple communities, e.g., commercial air carriers might be members of Safety Information, Air Traffic Operations Information, Airport Operations Information, Weather Information, and other NEIS communities)
- Identify representative stakeholder organizations likely to be among those Communities of Interest who will be invited to participate in follow up workshops (Sub Task #3)

Within 30 days after the workshop is held, provide report and briefing to the NCC WG of the results of the workshop.

Subtask #3: Convene Community of Interest Representatives

Within thirty (30) days after providing the report and briefing required for Sub Task #2, the awardee, through the Institute, shall convene workshops of representatives of NEIS Communities of Interest identified in Sub Task #2 to address at a minimum the following questions, and any other related matters:

- What is the scope and kinds of air transportation information that would be helpful to that community's safe and efficient NextGen operations, and to which access will be desired?
- Does the community envision any need or desire for classified or terrorism-related information?

- Are there other types of information within the scope of this information category to which access must or should be restricted (e.g., proprietary or commercially sensitive, privacy related, etc.)?
- From whom, and how can that sensitive information be protected (firewalls, passwords, redaction, aggregation, etc.)?
- Who should generate the data?
- Must the information be verified, and if so, how?
- Who should host the system? (Is there a reason for the government to host the system, or could it be operated privately, e.g. commercially, public-private partnership, joint venture of users, or some combination of the same?)
- Should users pay for the data? If so, on what basis should charges be assessed?

Within thirty (30) days of completion of all workshops for Subtask 3, the awardee will provide to the NCC WG and JPDO a report and briefing on deliberations of the workshop. Consensus of the group is not required. The report and briefing should record the entire diversity of views among the participants, in addition to any consensus that does emerge.

Deliverables & Funding: Total funding for this task is not to exceed \$80,000.

- Sub Task #1, Information Sharing Regime Analysis Report & Briefing 60% of contract value.
- Sub Task #2, COI Workshop I Findings Report 20% of contract value.
- Sub Task #3, COI Workshop II Findings Report 20% of contract value

Proposed Schedule:

- Sub Task #1, 60 Days after Contract Award
- Sub Task #2, 90 Days After Contract Award or 30 Days after Completion of Workshop
- Sub Task #3, 60 Days after Submission of COI Workshop I Findings Report.

Desired Source Selection Criteria: In addition to the minimum criteria specified in Section 8.1 of the Task Award Process;

- Sub Task #1 catalogues and analysis of information sharing regimes, both historical and in use today in the civil aviation community should be extensive; with the awardee researching existing infrastructures that have proven successful and useful as templates. The research should not be limited to aviation interests only, there are a myriad of sources in the private and government sector that can be leveraged as a baseline. Analysis shall be fairly representative of a broad spectrum of the aviation stakeholder community, including but not limited to air carriers (passenger and cargo), general aviation, airports, and the traveling and shipping public as well as a discussion of how existing enterprises could be adapted to the aviation community using the criteria in subtasks 1 and 3 as a baseline.
- Sub Task #2 workshop participants shall be fairly representative of a broad spectrum of the aviation stakeholder community, including but not limited to air

- carriers (passenger and cargo), general aviation, airports, and the traveling and shipping public.
- Sub Task #3 workshops shall convene a large and diverse group of participants to encompass the majority of interests represented within the particular community of interest. Participants of Community of Interest groups should be willing and able to engage in limited follow up activities, such as reviewing the workshop report and briefing for accuracy, and availability for post-workshop interviews by NCC WG members for the purpose of clarification and providing additional information.