Presented to: Airport Planning & NEPA Workshop
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New Processes for Data Release

• FAA Order 1200.22E changes process for airports to access NAS-data (e.g., radar and flight plan data)
  – Real-time data: used by airports for noise monitoring systems and surface situational awareness; only delayed by system processing time
  – Recorded data: archived data used typically used in master plans, capacity analyses, and noise modeling

  – Similar, but distinct, processes for the data types
  – ARP internal guidance coming soon to field staff
Real-Time Data Release

- **Context:** ‘Direct’ connections that many airports have to ATC for radar data don't meet federal security requirements
  - Further, the airport or vendor equipment used to get the radar data isn't authorized to be installed in ATC facilities
- **What is Happening:** FAA Order 1200.22E (January 2012) implemented a new process to bring the data release into compliance with federal network security requirements
  - Responsive to OIG audit
  - Last December, the ATO Service Centers asked airports and contractors with a direct connection to submit transition plans to move off of the direct connections
  - ATO HQ has committed that no airports will be disconnected from the data, but they do need to transition to alternative data sources, ideally by the end of FY13
- **Replacement:** Data release to airports will only be done at secure enterprise gateways
  - The gateway blocks access between two networks so the data can only go one way, out
  - FAA gateways are at the Atlantic City Tech Center and Oklahoma City
Real-Time Data: Gateway Options

- **FAA Gateways:**
  - (1) Aircraft Situational Display for Industry (ASDI)
  - (2) ASDE-X: available at 28 of the 35 equipped airports
  - But, ASDI does not have the update rate needed for noise monitoring systems, and ASDE-X is TBD

- **Cost:**
  - FAA does not currently charge data costs
  - Airports will have network connection costs from their vendors

- **FAA Approval:**
  - Airport submits Form 1200-5 to designated ATO Service Center Staff, for approval by NAS Data Release Board

- **Vendors**
  - ITT Exelis operates a third secure gateway, as part of its contract to provide ADS-B services to ATC
    - Authorized by FAA to resell the data, as part of cost reduction to FAA
  - Passur operates a network to collect aircraft position data independent of FAA
  - Other vendors also in the market, many of which are reselling ITT Exelis and/or Passur data
  - Supports most airport noise monitoring systems

- **Cost:** as negotiated

- **FAA Approval:** none

Ongoing data fees are an operational cost and are responsibility of the airport sponsor
ATO Service Center Contacts

For real-time data release requests:

• **Eastern Service Area:**
  – Don Roberts, AJV-E38
don.a.roberts@faa.gov or 404-389-8261

• **Central Service Area:**
  – Trish Autry, AJV-C39
trish.autry@faa.gov or 817-222-4232

• **Western Service Area:**
  – Larry Crowley, AJV-W39
larry.crowley@faa.gov or 425-203-4676
Recorded Data

Recorded radar track and flight plan data are commonly used by airports in a master plan, NEPA, or Part 150 study.

Currently three options to acquire recorded data:

1. **External Request for FAA Data**
   - Airport sponsor submits request using FAA Form 1200-5
   - Approval by NAS Data Release Board

2. **Internal Request for FAA Data**
   - ARP office (such as the ADO, RO, or HQ) can request the release of NAS data on behalf of the airport if the study is beneficial to the national system of airports.
   - Considered an internal request per Section 5.b.(1) of FAA Order 1200.22E. Approval by NAS Data Release Board not required.

3. **Vendors**
   - Airport sponsor or its consultant can contract directly with external vendors for the data (e.g., ITT Exelis, Passur, others)
   - No FAA approval required

Prior practices, such as an airport sponsor or its consultant directly contacting an air traffic control (ATC) facility to request NAS data release, are no longer permitted by FAA Order 1200.22E.
FAA Sources of Recorded Data

• **Performance Data Analysis and Reporting System (PDARS)**
  – Managed by ATO System Operations, Performance Analysis Directorate (AJR-G)
  – May not be available for all airports, but generally a refined dataset
  – Working on streamlined delivery order with PDARS Program Office

• **National Offload Program (NOP) Data**
  – Managed by ATO Data Management Directorate (AJR-D)
  – Raw data available for most airports, but may not be refined

• **Sector Design and Analysis Tool (SDAT) Offload Extractor**
  – FAA staff may access small samples of track data for download
    [http://172.27.66.131/ATALAB/OffloadExtractor](http://172.27.66.131/ATALAB/OffloadExtractor)
  – Basic instructions are available with the [TARGETS software application](http://172.27.66.131/ATALAB/OffloadExtractor).

Where to start?
PDARS is often the more refined source for most airport projects (e.g., smoother tracks).
But NOP may be an option if PDARS does not cover a specific airport.
Recorded Data Costs

- FAA Order 1200.22E establishes that all costs of data access and transmission are the responsibility of the data recipient
  - Generally, funding must be identified for most NAS data requests that require FAA staff or contractor time to integrate databases and ensure data quality and accuracy

- Options:
  - Today, the primary funding option available to airport is to execute a reimbursable agreement with the FAA
  - Exploring other options:
    - Small Scale Reimbursable Agreements, to streamline process and avoid full reimbursable process
    - Transfer via 49 USC 47173 for funding of FAA Staff and contractors
  - Exclusion: Airport or its consultant may not directly purchase recorded NAS data from an FAA contractor that has access to such data by way of Government Furnished Information (e.g., ATAC runs the PDARS system)

- Where the data are required to support a specific AIP funded the project, the costs of data acquisition may be allowable costs of the project
Key Points – Recorded Data

• If using FAA data, start coordination **early** with ADO
  – Approval to release the data not complicated, but identifying the appropriate data source and funding can take some time
  – ARP internal guidance coming soon to field staff (process, points of contact, funding mechanisms)

• Build timeline and data costs into project budget!
Capacity Model: runwaySimulator

- ARP working with MITRE for tech transfer of the runwaySimulator model for public release at end of FY14
- Model used by FAA today for FACT3, Benchmarks, and NextGen studies
- Mid-level model: not as complex as SIMMOD/TAAM, but better than ACM
- Training and User Group available after model release