

NextGen CM

Federal Aviation Administration

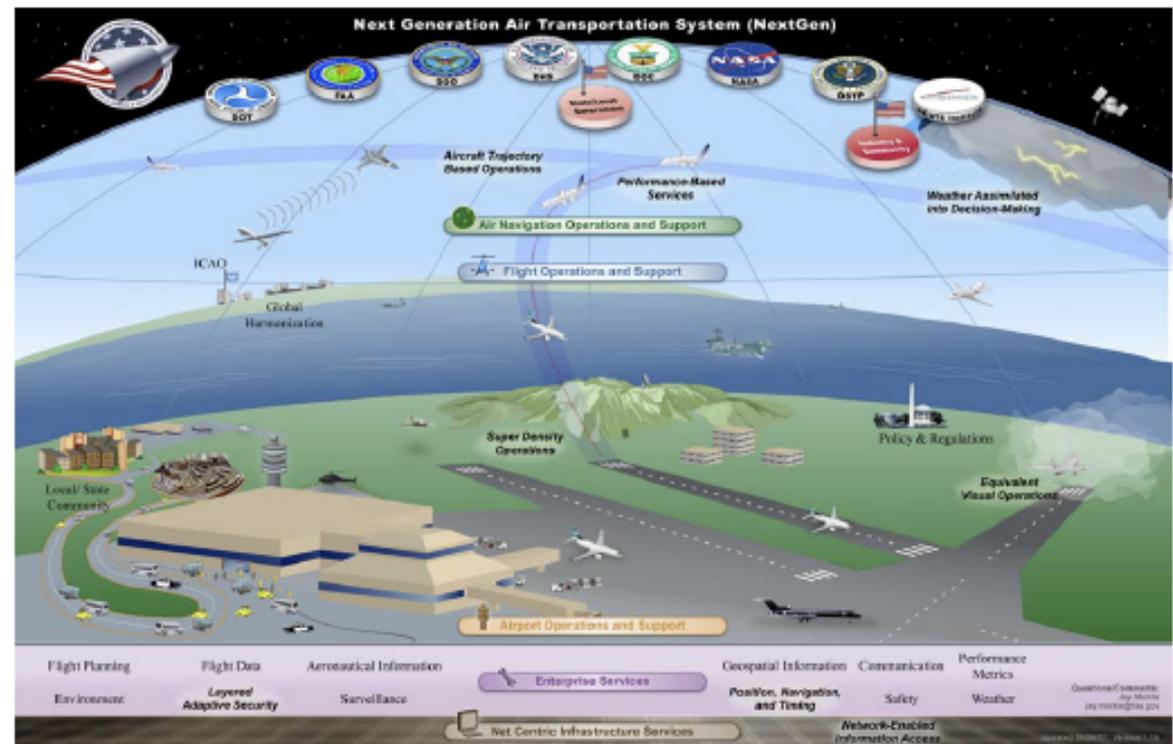
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NextGen

- NextGen integrates national defense and civilian capabilities to provide services to both civil and military users that are harmonized on a global scale.

Figure 1-1. The NextGen Operational View



Concept of Operations Next Generation Air Transportation System

CM's Role in NextGen

- What NextGen does for Air Traffic and Airports “NextGen CM” will do for all.
- “Transformation is needed to achieve the over goals of NextGen.”
- Transformation of CM is also a requirement to achieve the overall goals of NextGen.
- Not just for NextGen but for current environment, too.

When Should “NextGen CM” Start?

- **With the Release of the first Requirements Document.**
- **CM is a key process area in the NextGen initiative.**



NextGen Change

- NextGen Change Management should be in place now.
- NextGen Items subject to change management should be identified.
- The Processes should be documented and in contracts.
- Are all the players working to 1800.66?
- Is everyone up to date on procedures, forms etc?
- What are the new workflows associated with NextGen change management?
- And more



NextGen Baselines

- **Baselines need to be established at all levels.**
 - i.e. High levels Specs, ICDs and more.
- **Baseline establishment begins with the release of the first high-level document.**
- **A common baseline structure needs to be agreed upon.**
- **How this baselined information will be stored, accessed, maintained, and changed needs to be determined.**

NextGen Documents

- To what degree will documents/information be shared?
- Where will documents reside?
- How will documents be secured?
- What are the levels of access?
- Who maintains the “masters?”
- How is timely revision assured?
- Who has signature authorities for the various types of documents?
- How will documents be numbered and named?
- How will export control such as ITAR/EAR requirements be managed?



NextGen Automated CM Tools



- **Have compatible automated tools been agreed upon to manage documentation, changes, baselines, etc?**
- **How will those who have a need to know access valid, current, information in real time?**
- **When will rules and workflows for changes, and document release and validation, be defined?**
- **Who will set these rules for this large community of government, contractors, service providers and more?**
- **Success will be dependant on standardization of processes as well as tools.**
- **We need to marry process with technology.**
- **Process should lead.**

Contract Requirements for CM

- When it comes to CM, trust is not an option.
- A Contractor/Supplier/Service Provider stating they will meet a CM standard is *not an option*.
- Requirements for CM need to be in all critical supplier and service provider contracts.
- Who in FAA CM is going to be responsible for Contractor/Service Provider CM requirements?
- Experts in CM process need to be involved with contracts in regards to CM requirements.

PCAs/FCAs?

- While checking product just prior to delivery may serve as a “final check,” that is truly not the time when you want to find discrepancies.
- The FAA needs to assure effective and efficient CM processes are in place at each of its critical suppliers early in the product life cycle phase.
- On-site evaluations should be considered.
- This in conjunction with a NextGen working group will go a long way in minimizing downstream surprises.



Conclusion

- The time for NextGen CM is now. Putting it off is not an option.
- There are many products, many players, many processes and many tools.
- FAA CM should consider itself the conductor for this very large orchestra.
- As Yogi Berra once stated:
“In theory there is no difference between theory and practice. In practice there is.”
- FAA will need to balance the Theory with Reality and come up with appropriate CM solutions for the NextGen Environment.



Thank You!

FOR MORE INFO...

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