

# NAS Enterprise Architecture

## Business & Technology Roadmaps v8.0

**BASELINE**

February 2025



# Business & Technology Roadmaps Overview

## What are the Business & Technology Roadmaps?

- The Business & Technology (B&T) Roadmaps are a collection of multi-year strategic roadmaps that depict enterprise-level changes to NAS internal operations, business processes, and functions that will lead to improved efficiencies, cost savings, and other benefits to the FAA. These NAS-focused improvements establish a life cycle approach that ensures the foundation of the NAS continues to modernize its technology and processes in support of future operational and technological improvements.
- The B&T Roadmaps are grouped by FAA Service and Capability and include the following elements that together show the evolution of the FAA Service:
  - Current Business or Technology Environments (CBTEs)** describe the current state baseline of FAA service delivery
  - B&T Improvements (BTIs)** are strategic or technological changes to the NAS intended to enhance FAA Service delivery through the realization of internal benefits (e.g. cost effectiveness)
  - Current Business or Technology (CBTs)** are completed BTIs that show the capability solutions that are available and demonstrate evolution of the FAA service
  - Support Activities (SAs)** are initiatives that inform the development or identification of new capabilities, policies, and procedures

## Guidelines for Understanding the Roadmaps

- The Business & Technology Improvement (BTI) bars represent the date range for which an improvement is beginning implementation to when it is expected to be initially (e.g., at the first location) available to users. For BTIs that are expected to be made operationally available incrementally, the end date represents the first instance of the capability's operational availability. Expanded deployment of the capability beyond the first instance is captured on the Infrastructure Roadmaps.
- Each Business & Technology Roadmap diagram is segmented by Capabilities, which are depicted by alternating gray and white backgrounds as necessary.

## Business & Technology Roadmaps Legend



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## BTI Status Definitions

- BTI status is determined by the most mature capability solution, until the most mature solution achieves Initial Operational Availability (IOA) status.
- Once the most mature capability solution achieves IOA, the BTI will remain IOA until all capability solutions are complete, and then the BTI will transition to a Current Business & Technology (CBT).

BTI Status	Definition
<b>Planned</b>	No funding – either internally or externally (e.g. NASA or other partner agency) – has been allocated. The BTI represents a potential future concept; initial development may have begun and this is used as a placeholder to assist in further refining of solution on interdependency relationships.
<b>Concept Exploration &amp; Maturation</b>	Work is underway and funded to define the concept, develop acquisition artifacts, mitigate risks, and determine the options for the implementation strategy. Solutions under development to deliver this operational change are currently in either concept and requirement definition or investment analysis up until a final investment decision is achieved (or a comparable agreement on the scope/implementation).
<b>Development</b>	The most mature solutions to deliver the operational change are under development. There may be additional solutions needed to fully deliver this BTI which are less mature.
<b>Initial Operational Availability</b>	At least one of the capability solutions needed to deliver the operational change has been achieved or approved for use at an initial site. IOA occurs after demonstration of initial operational capability at the key test site(s). A BTI remains in IOA until all capability solutions have achieved operational use.
<b>Current Business &amp; Technology Environment (CBTE)</b>	The current operational state of FAA service delivery to NAS users.
<b>Current Business &amp; Technology (CBT)</b>	All capability solutions needed to fully deliver the BTI are complete.

## **Service Group 5: Enterprise Management**

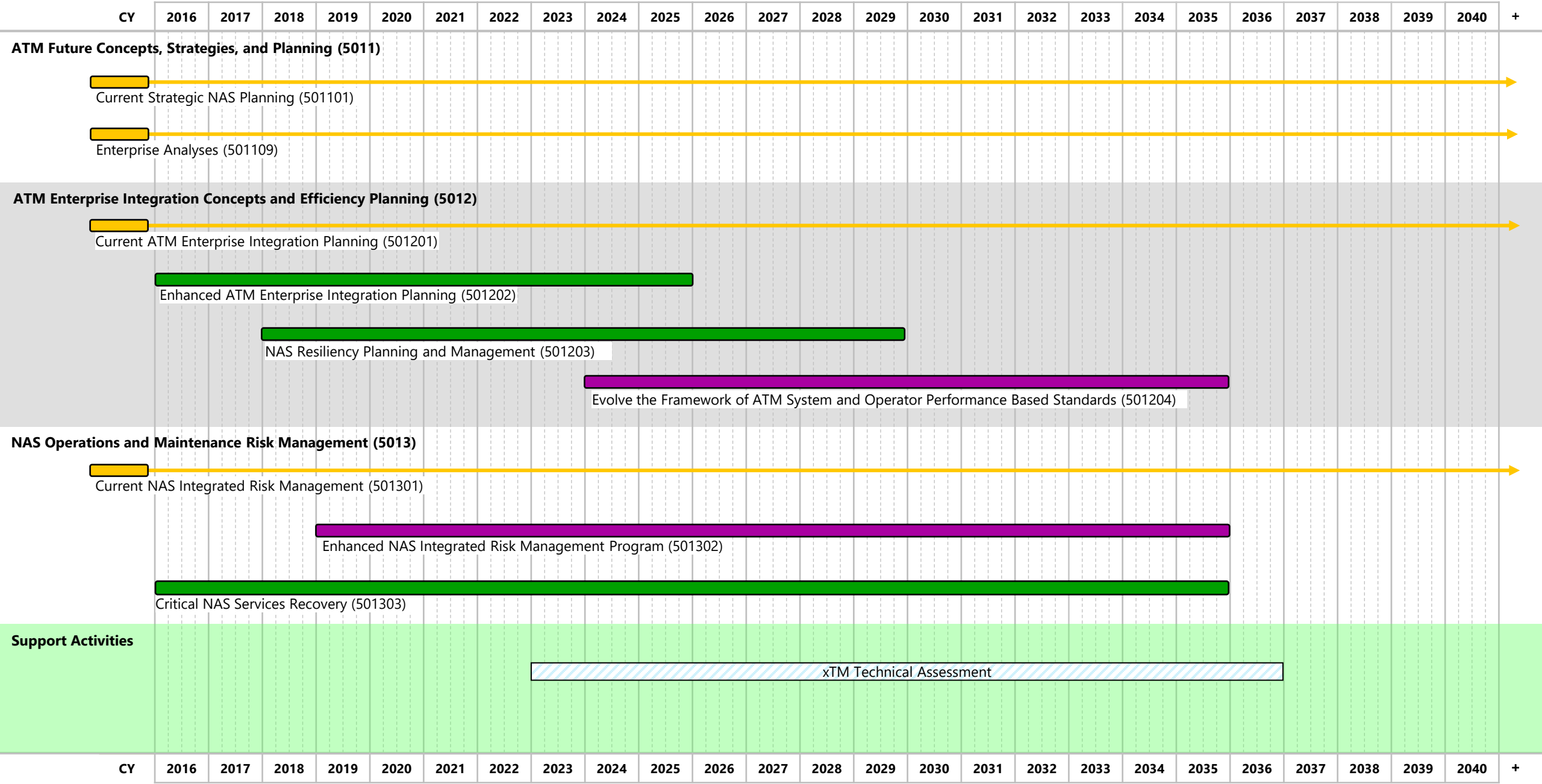
Enterprise Management embodies the Services provided by an organization that support a defined business scope and mission. An enterprise is comprised of interdependent resources (people, organizations, and technology) that must coordinate their functions and share information in support of a common mission (or set of related missions). The FAA Enterprise Management Services provides an explicit description of the current and desired relationships among business and management processes within the FAA. The Services consist of business process models, technical reference models, and systems models.

## **Service 501:**

### **FAA Strategies Planning and Concepts**

The Planning, Strategies and Concepts Service identifies potential future concepts that may either develop into a new Capability or Service for improved operations creating a more effective and efficient operating environment. The FAA is a continually evolving operation that requires constant planning of potential improvements or capabilities to maintain operational effectiveness and efficiencies. Concepts to improve methods of how the FAA operates or provides its services or concepts that may develop into new capabilities to the FAA mission and aviation community take time to develop.

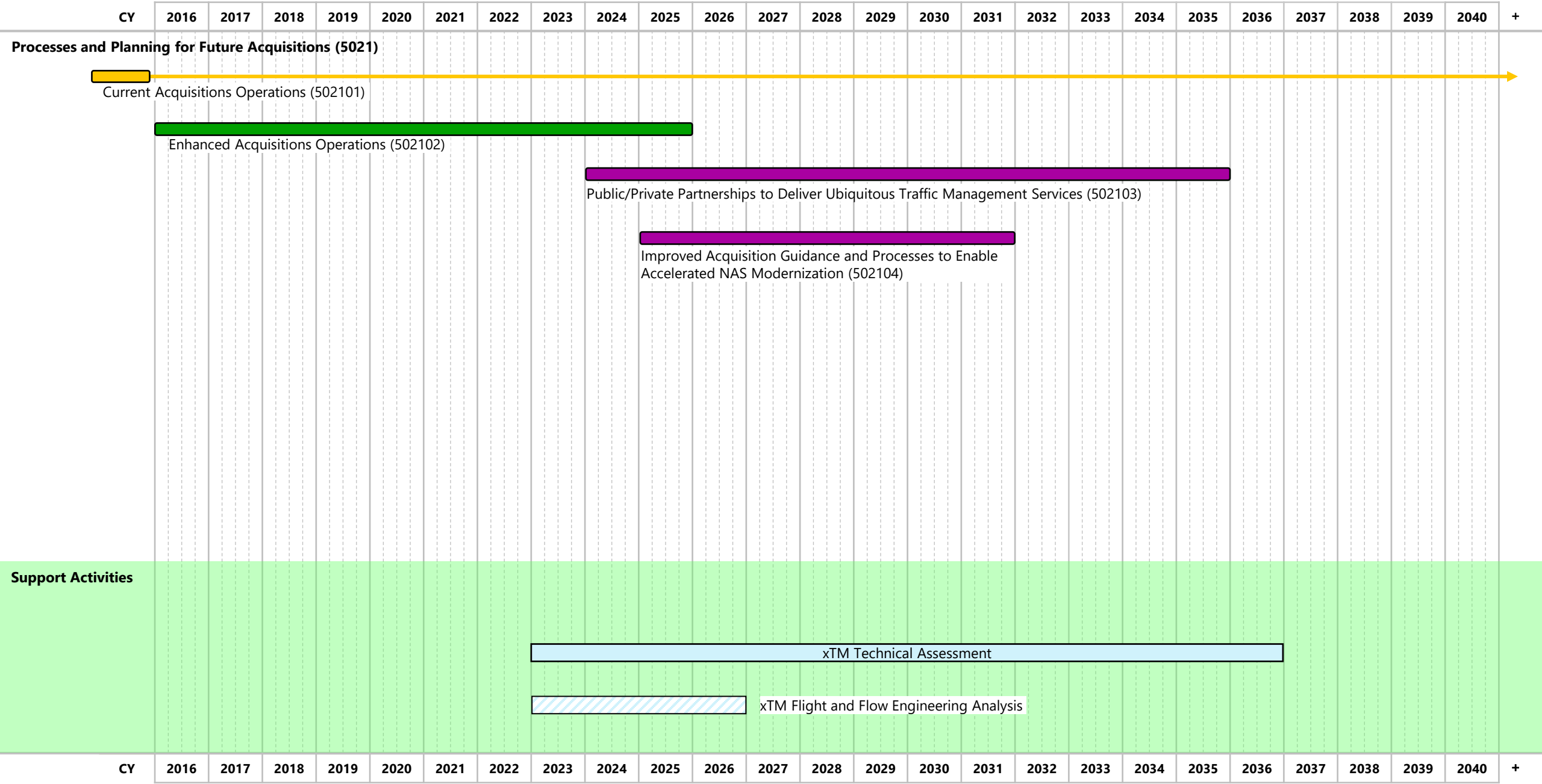
FAA Strategies Planning and Concepts (1 of 1)



## Service 502: Acquisitions

Acquisitions provides the Acquisition Management System (AMS) which establishes agency-wide policy and guidance for all areas of lifecycle acquisition management.

# Acquisitions (1 of 1)



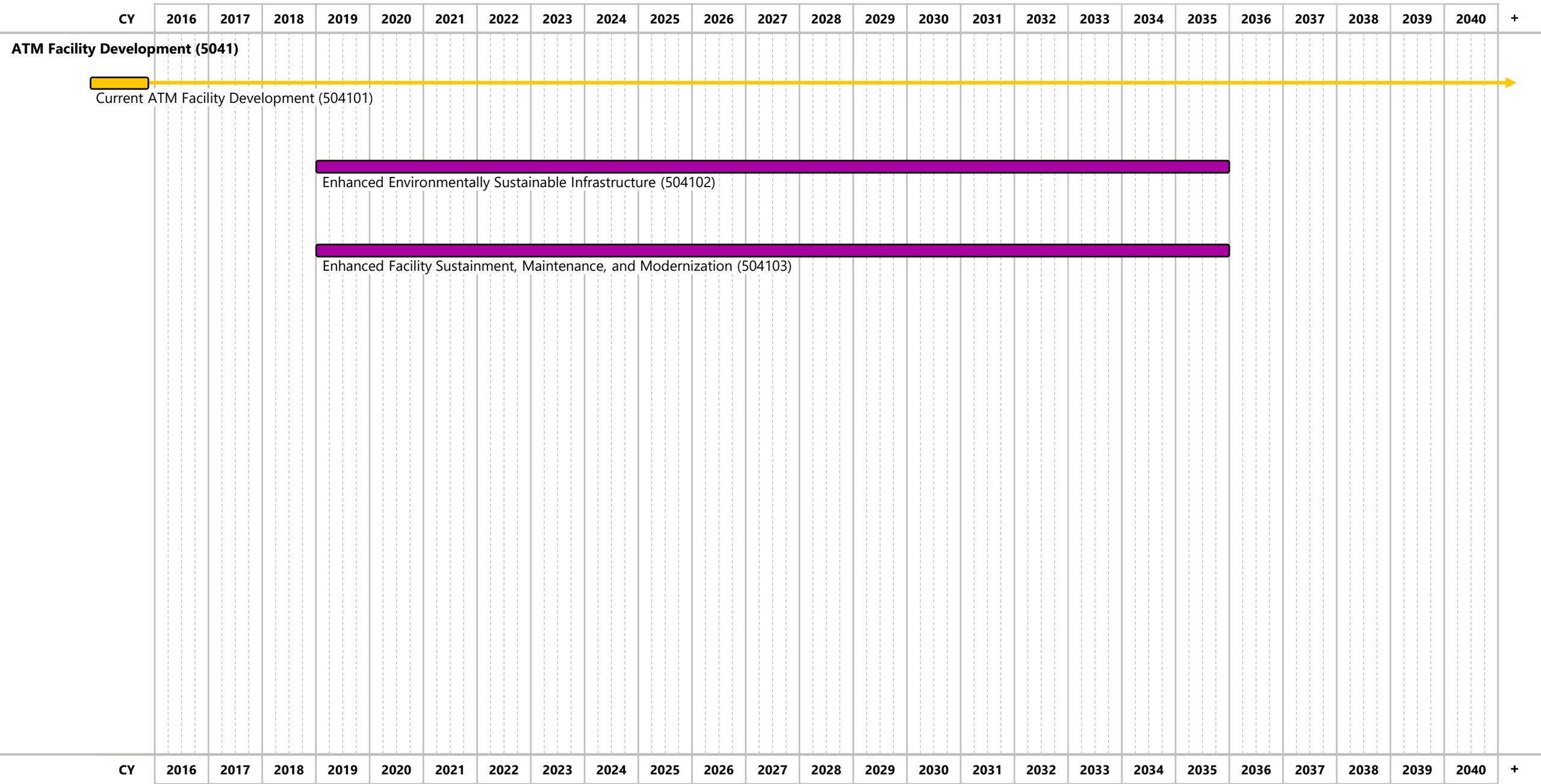
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## **Service 504: FAA Facilities**

FAA Facilities consists of land that houses communications, surveillance and navigation systems and facilities that house operational personnel and their automation systems. ATM facilities procure, operate, and maintain these facilities to ensure continuous operations.

# FAA Facilities (1 of 1)



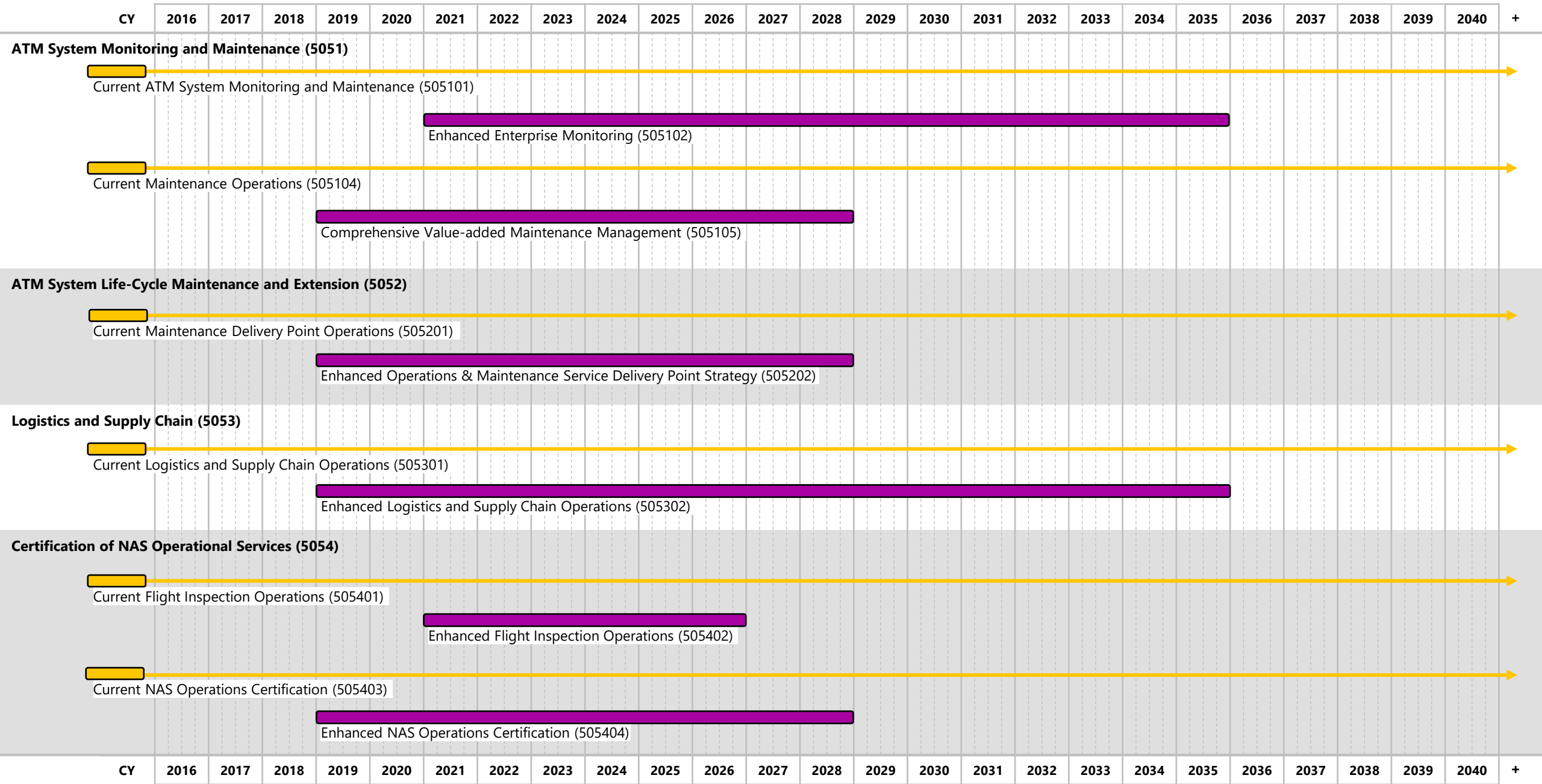
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## **Service 505:**

# **FAA Technical Operations**

FAA Technical Operations describes the general lifecycle management of systems and capabilities. This Service ensures air traffic services are safe, available, and reliable.

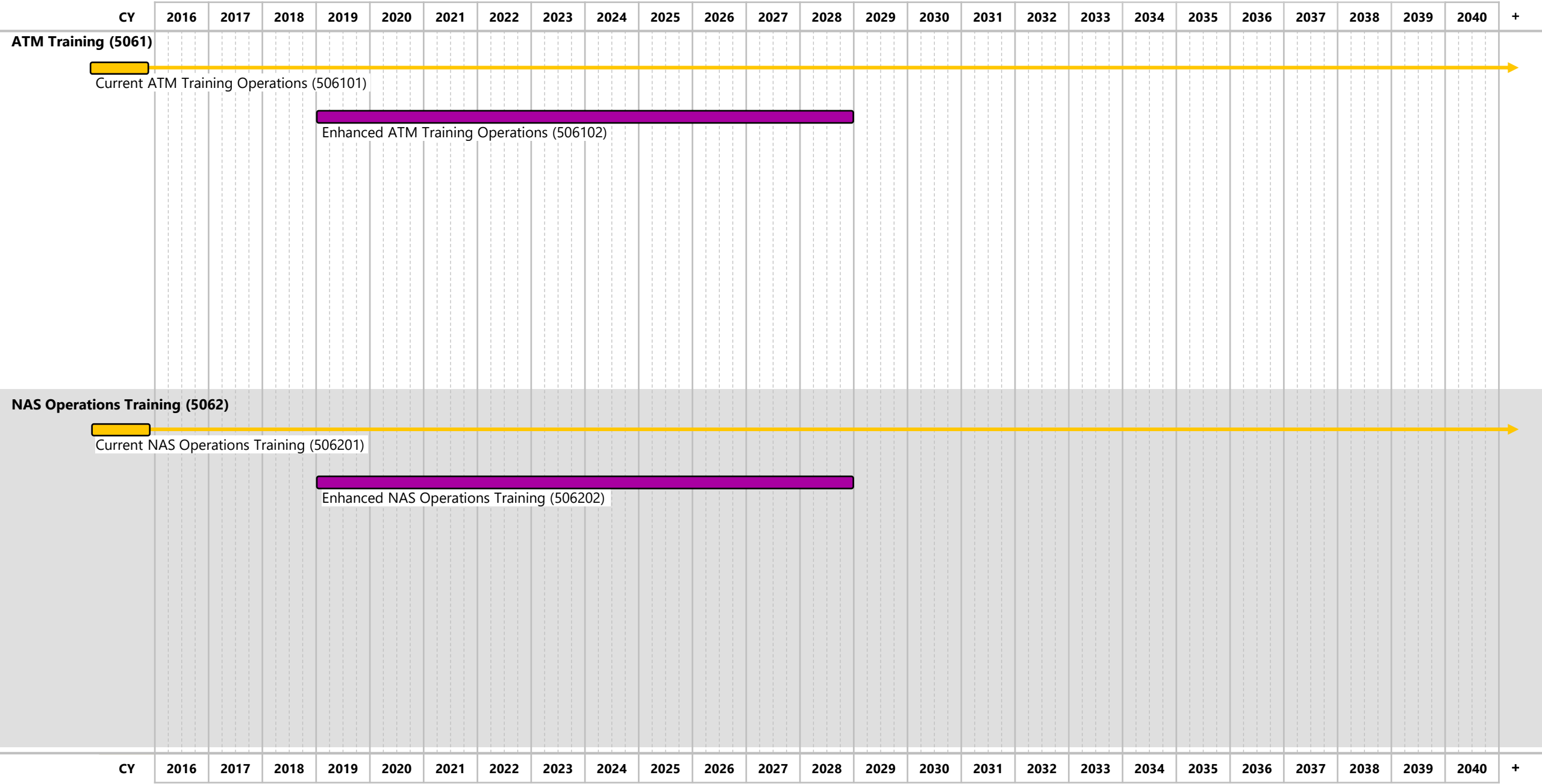
# FAA Technical Operations (1 of 1)



## Service 506: Training

Training provides training and develops standards that comply with the flexibility of the current rules and regulations and creates training products and guidelines that account for the current and future ATM and aviation technologies.

Training (1 of 1)



## **Service 507:**

### **Workforce Planning and Development (Human Resources)**

Workforce Planning and Development (Human Resources) focuses on ensuring the FAA has a stable cadre of federal employees and maintains core in-house capabilities necessary to successfully manage ATM and FAA operations. It lays out the blueprint for sustaining a high-performing workforce capable of successfully meeting objectives set by the agency. It includes the processes and assets related to the management of Agency personnel, including recruitment, performance appraisals, benefits management, payroll, skills development, and other related activities.

# Workforce Planning and Development (Human Resources) (1 of 1)

CY	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	+	
ATM Workforce Planning and Development (5071)																											
<div><div></div><div>Current Workforce Planning and Development (507101)</div></div>																											
<div><div></div><div>Enhanced Workforce Planning and Development (507102)</div></div>																											
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