

Questions/Answers of the Federal Aviation Administration (FAA) System Wide Information Management (SWIM) Industry Collaboration Workshop and SWIM Industry-FAA Team (SWIFT)

Meeting #20

March 23, 2023

Zoom Meeting Conferencing System Virtual Event.

1. FF-ICE R1 Mandate in Europe & Impact to Stakeholders – Magnus Molbaek (SESAR)

- a. *When will the ANSPs enable FF-ICE capabilities like eFPL for the eAUs to use, as part of this mandate?*
 - i. They're mandated to do it at the same time as the AUs. We are working on the details. We want to make sure that everyone understands.
- b. *Does FF-ICE distribute en-route flight plan updates (amended routes)?*
 - i. Yes. Will distribute flights plan updates NM B2B services. If you cross into EU airspace, you will have to file eFPL. Airlines will have to update their FPL systems. You must include the data mandated in CP1, 4DT, performance, etc.
- c. *Mandates are not easy. Are you seeing one community driving faster than others?*
 - i. None. LIDO and Lufthansa are front runners. They are looking at TBO as a whole and we want to go there. The NM is pushing it forward towards the mandate as well.
- d. *Is there a cadence of expected responses? or questionnaire that is being collected to verify?*
 - i. Recently on March 1st, we established an FF-ICE support and deployment initiative to support stakeholders. We are in contact with vendors, as they are trying to discover how to go about this.
- e. *How will the eFPL validation process work? Will there be REJECTS on the eFPL if not fully compliant?*
 - i. Yes, there will be if not fully compliant. Once filed it will go into IFPS which will be put up to all constraints and they will either get an accept or reject with a counter proposal to what will work?
- f. *Do we know if the current iteration of LIDO will be capable of submitting EFPL, or if this will be applicable to a future version of LIDO?*
 - i. They will have to update to 4D version.
 - ii. The FAA has partnerships with all these initiatives, be sure that we are included and involved so that interoperability works as we envisioned.
- g. *What kind of feedback do eAU receive when trial planning, especially pertaining to traffic flow constraints? Or do they only receive the counter proposal I just heard?*
 - i. If reject, you will get immediate feedback a proposal on how to solve, or acceptance. Anticipating the negotiation between AU and NM. NM gives the counterproposal.
 - ii. Each ANSP is different, but as FF-ICE is being rolled out, there are mandates, but each ANSP has optional things as well. The FAA may have differences in how they do it. The FAA will have a better date to share in the future. Approximately 2028, they are going through all the processes. 2028 for operations.

- iii. Global implementation of FF-ICE will not/cannot be at the same time but likely will be phased. The important piece is that, wherever possible/practical standards and requirements must be standardized/harmonized - particularly in cases of ultra long-haul flights crossing many regions and territories.
 - I. Supporting standards are the only way we'll achieve the level of interoperability that will drive our community forward on realizing operational improvements our global ATM system requires to meet continuing growth in demand.
- iv. In case anyone have questions at a later stage they can reach me on magnus.molbaek@sesardeploymentmanager.eu

2. CSS-FD Risk Reduction Activity Overview Update – Cora Buck (FAA)

- a. *Can you give some examples of the popular constraint service requests? Thank you!*
 - i. We do have a detailed chart that shows details. The chart will be added to a backup slide.

3. NOTAM Update – Vinod Vallikat (Raddhi Group) & Melissa Matthews (FAA)

- a. *It doesn't mean it has graphics. To be clear, there will be no geometry data in AIXM format?*
 - i. That's not what I meant. Except TFR and SAA
- b. *To what extent are international NOTAMs included in this data?*
 - i. Not all international NOTAMs are available.
- c. *Is the API meant to support ops?*
 - i. Today, it comes from SCDS, not Ops ready. But once it is, JMS behind NESG, we will be.
- d. *For FAA API portal registration outside FAA, are there any agreements that need to be signed? How long is the process from signing up to getting access to API data?*
 - i. I don't think there is anything at this point. One day or quicker.

4. Widget Case Study: Wind Optimal Flight Planning Using CavanReports – Greg Feldman & Tim Myers (Cavan Solutions)

- a. *For the RouteOptimizer demo, is this constrained by altitude/were those routes for FL390 only?*
 - i. One of the inputs is the intended flight level which determines which set of winds are pulled for the routes. We could change that.
- b. *The FAA provides ATM Services for 24 million square miles of International high seas airspace. Have you done/plan to perform any case studies over the Pacific or Atlantic oceans?*
 - i. That would be interesting. There would be other data sources needed for winds that we don't currently have.
 - ii. For any additional information, please contact us at greg.feldman@cavansolutions.com; tim.myers@cavansolutions.com

5. Widget Case Study: North Atlantic Flight Planning Data Sharing through SWIM – Bernard Gonsalves (FliteX)

- a. *Are the SUAs that are displayed 'hot'? or active? or just all SUAs are being displayed?*
 - i. We haven't enabled the time elements, though we have that capability.

6. Operational Context Study: Flight Data & Trajectory Based Operations (TBO) - John Kelley & Mark Hopkins (LS Technologies)

- a. *What is the vision from your workgroup perspective on how TOS will be used?*
 - i. We plan to deep dive these scenarios at a follow up session and will invite members from both focus groups to participate. May include roundtable type of discussion.
- b. *Is there any alignment of these TOS activities with FET activities focused on TOS use within TFMS?*
 - i. Currently, this is not necessarily driven to TOS. Our purpose today was to present the concept, announce a deep dive working session to determine whether there is interest, and the scope that would make this worthwhile to the community.