

FAA Industry Forum 2014

Summary



Hyatt Dulles

Herndon Virginia

April 23 & 24, 2014

EXECUTIVE SUMMARY

An FAA Industry Forum was held at the Hyatt Dulles hotel on April 23 and 24, 2014. Topics included: The Vision for the Traffic Flow Management Domain, Terminal Flight Data Management (TFDM) program and acquisitions, Traffic Flow Management System (TFMS) program and acquisitions, Time Based Flow Management (TBFM) program and acquisitions, System Wide Information Management (SWIM), Aeronautical Information Management (AIM), NOTAMs, and Optimization of Airspace and Procedures in the Metroplex (OAPM).

The FAA's Air Traffic Organization (ATO), Program Management Organization (PMO), Air Traffic Systems, and Decision Support Programs office hosted the event. The organizers ensured industry representatives, e.g. flight operators and vendors, were given the vast majority of seats in an equitable manner. Since topics included discussion of upcoming major procurements (TFMS & TDFM) and space was limited, only a few FAA-sponsored programs were allowed to set up information booths to avoid having some vendors feel excluded. The total number of people attending the event was 322 over both days, with a room capacity of 400. This document provides answers to the questions raised during the event.

The agenda and presenter slides may be found on the [TFDM web page](#).

QUESTIONS & ANSWERS

DAY ONE – APRIL 23, 2014

TRAFFIC FLOW MANAGEMENT SYSTEM (TFMS) – MARK NOVAK AND JOHN SHEA

Q: Can the FAA share the schema for the CTOP interface so vendors supporting flight operators don't have to reverse engineer in order to develop software?

A: CTOP interface details are documented in CTOP ICD. TFMDData will include CTOP data and the XML schema is available in the NAS Service Registry/Repository (see link on www.faa.gov/nextgen/swim).

Q: Will the FAA reconsider the decision to only support slot substitution requests for flights controlled under a CTOP if the operator had submitted a TOS?

A: No, a flight operator must have submitted at least one trajectory option.

Q: Will the TFMDData SWIM/NEMS service still require recurring audits like ASDI?

A: Yes, Woody Davis from FAA ATO Data Management Office looking into if this will continue to be a requirement.

Q: Since vendors/contract airlines don't have access to CTOP TFMS interface, this makes their tool development difficult.

A: Airlines are approved to have access and vendors should work through their airlines. FAA ATO Data Management Office is looking into this.

Q: For SWIM TFMDData service, will airline vendors/contract airlines get access to data?

A: Degree of access is determined by the System Operation's Data Management office.

Q: How do you prioritize ideas for development and enhancement in TFMS?

A: New ideas and suggestions for enhancement often come from industry and field personnel. They go through a process, such as reviewing with CDM and then coordinating with PMO for analysis and evaluation, to see which items can be implemented accordingly, taking into account the schedule and budget constraints, as well as working with the FAA ATO requirements organization (AJV).

Q: Can you elaborate on TFMS availability?

A: TFMS is classified as Mission Efficiency Critical. According to FAA requirements, this class of service must have an inherent availability of .9999. By definition, inherent availability excludes application software and planned maintenance downtime. TFMS has redundant processing, communications, and power components to ensure overall service availability is 99.9%. Achieving a higher level of service availability is not feasible given the need for periodic maintenance and deployment of two major releases a year. A hardware refresh of the data centers is in progress. We're also working on improvements to the CDM, OIS and fly.faa.gov websites.

Q: Was a Cloud solution alternative considered for the data center tech refresh?

A: A cloud alternative was considered during the investment analysis phase and deemed too high risk at the time. The alternative will continue to be considered in future investment decisions.

Q: FAA asked the audience how if and how they could do a better job communicating with industry to ensure readiness to utilize investments?

A: Comments from audience: FAA did a good job with the communication. The community works as it's supposed to, we're going in the right direction regarding communication. The CTOP concept was developed through the Collaborative Decision Making (CDM) process since 2003 and people had lots of opportunities to provide input.

The past 5 – 7 years was a tough time for the industry with all the merging, changing priorities, and budget constraints. Even though CTOP has a slow start, it will get there. It was noted CTOP is different from other TMIs, such as AFP and GS, and it will take some time for industry to get used to it.

It was mentioned the Dispatch Flight Plan, Regional partners were not here today, and we need to look into invite these folks back to the table for their participations.

TIMED BASED FLOW MANAGEMENT (TBFM) – ROBERT TYO, CHRIS PRESSLER

Q: On slide 28, you mentioned Automatic Schedule Mode; would this remove the supervisor's responsibility?

A: Automatic Schedule Mode will not automatically schedule an aircraft; the supervisor still needs to approve it. This enhancement will automate as much coordination as possible without taking away controller responsibilities. There will be an agreement between the Center and the Tower on what mode will be used (manual, semi-automatic, and automatic).

Q: Who will be doing the Training?

A: The PMO will lead the training and review the materials. The Technical department is handling the training.

Q: Is there a baseline for consistent use of TBFM? There seems to be some inconsistency.

A: There will be a common application. There will be a baseline for training and procedures for consistent use of TBFM. Training Development will be complete by Sept 2014. TFMDData will be in available in Release 10, and data will be propagated forward in future Releases.

Q: Once we integrate metering into the system, how is that information given to the controllers?

A: With TFMS Release 10, 'M' time will be displayed on FSM and other aggregate lists.

Q: How do we prevent conflicting TMIs to ensure scope of the national plan, for example, currently TMA-RT takes precedence over EDCT?

A: This issue is still being evaluated. This may turn out to be situational based.

Q: In the training, do we have steps to show how TBFM will interact with other TMIs?

A: We're now focusing on the baseline training, and then will build upon it. Currently, it's not part of the baseline training.

NEXTGEN – PAUL FONTAINE

Q: What has changed in the approach to NextGen and enabling capabilities, and what is the future?

A: We are working toward delivery of some of the key systems. We are able to look at what tools can be combined to deliver better services. We have moved past notional R&D into deployment. We are looking at tools that are out there now and which areas can be exploited.

TERMINAL FLIGHT DATA MANAGER (TFDM) – MIKE HUFFMAN

Q: What is your current number one Risk?

A: Our current number one risk lies in the investment analysis process and business case justification. In order to get the full benefits of the program we need the participation of

the airlines. We need the airlines to participate in the data exchange, as well as the surface metering capability to be implemented with TFDM.

Q: How do you plan to mitigate this risk?

A: Currently, we keep the CDM community informed of the TFDM developments, and we are planning to update the CDM agreements to include TFDM data exchange.

Q: Do we get rid of Pre-departure Clearance (PDC) with TFDM?

A: The TDLS PDC capability will not change, but TFDM will replace the TDLS displays.

Q: With the design specifications that have multiple platforms, how are we validating that we are keeping all the capabilities?

A: The full functional capabilities identified in the quad charts will be deployed at a limited number of high density sites. A subset of capabilities will be delivered to the remaining sites based on the business case constraints.

Q: How is controller acceptance of TFDM?

A: We are getting lots of acceptance and participation from our NATCA Rep on the program; they are very supportive of TFDM.

Q: In the spec, there are multiple Interface changes (ASDE-X for example); how do these changes incorporate into the system, are they prime contractor's or FAA's responsibility?

A: The prime contractor will be responsible for the TFDM system portion of the interface with other NAS Systems. The existing NAS system responsible organizations will be responsible for the modification to interface with TFDM.

Q: How does the Surface requirements component fit in and how do the advocates get to the table?

A: We have input from the FAA Surface office into the outside stakeholder requirements. The Surface office prioritizes the strengths. There is also NATCA/PASS involvement in the program development. We also put the artifacts out there for industry feedbacks.

DAY TWO – APRIL 24, 2014

SWIM - JIM ROBB

Q: Will AATS presentation slides be made available?

A: Yes, they will be posted.

Q: On SWIM presentation slide 10, *Enhanced Weather Information Network Service (WINS) Dissemination (EWD)*, what role is the National Weather Service (NWS) playing in this enhancement?

A: NWS is an external provider of weather data disseminated by EWD via SWIM.

Q: You mentioned that SWIM stops sending updates if the aircraft is not moving. Users still need the data even the aircraft is not moving, can you continue sending data?

A: If the aircraft is not moving, SWIM will send updates when the aircraft moves or a refresh of the current position every 60 seconds if the aircraft has not moved. The aircraft should never disappear from the display, but the application, SW, providing the display of the aircraft, needs to be aware of how to handle the data properly.

FAA will also look into sending specific data to those consumers who need it.

Q: On AATS, slide 15, you mentioned iPad and Windows, there is no Android? Do the applications limit to certain OS?

A: No, it is not OS dependent. Data is pushing out there for all users, and it's up to clients decide how to implement it.

Q: Regarding route associations and negotiations, how does it work with different producers? The comment was that we don't want a pilot constructing a route while airborne, not knowing the air picture.

A: It's up to the consumer's preferences, they can subscribe to whichever producers they may choose. The operational assumption is FAA makes route options, and consumers decide on which one to subscribe.

Q: Why do we filter out data? Can users receive more data, such as all the Cat 10, Cat 11, and ADS-B data?

A: The constraint is on which type of data ASDE can release. It was noted there are also other ways to get the data besides via SWIM and that collaboration will continue.

Q: Is there a NOTAM data feed for internal consumers?

A: SWIM needs a consumer who is willing to verify the data. FAA will talk to AIM Segment-2 folks and see whether it will be implemented.

Q: Do we have CONOPs for both Operators and Service Providers?

A: We do have CONOPs and related documents, but they don't include the 2 way exchanges and don't have the use-cases in depth. We also have an Industry Workgroup, which discusses these topics, and get input and feedbacks from users. Contact 9-ANG-AAtS@faa.gov for more information.

AERONAUTICAL INFORMATION MANAGEMENT (AIM) - GLENN SIGLEY, VINOD VALIKAT

Q: Why does NOATM only use capital letters? This makes it much more difficult to read and capture.

A: It's a legacy system; this may be changed when we move forward to the digital NOATM.

Q: Is there a difference with the https and http in the address and is there a different variable with the different uses?

A: Both https:// and http:// will work with the same results.

Comments:

It was noted that users don't have to create an account to access the NOATM website, but with an account, users will be provided with extra capabilities such as email, archived information, notifications and are able to save search preferences for easy access.

TRAFFIC FLOW MANAGEMENT ACQUISITION (TFM2) - SHARONDA HOLMES

Q: What is the percentage requirement for small business?

A: A specific amount has not yet been determined.

Q: Will a draft of the RFP be released?

A: Yes – target is by 31 July 2014.

TERMINAL FLIGHT DATA MANAGER (TFDM) PROGRAM AND ACQUISITION OVERVIEW - LESLIE FISHER

Q: Will there be a draft SIR and will there be an opportunity to come in after RFI 3 to discuss details?

A: RFI#3: White papers states that meeting with the program office would not be an option and that the Program Office would not be entertaining any questions pertaining to the White Paper content.

(Amended answer) A Draft SIR along with the opportunity for a One-on-One has been added to the acquisition schedule (Estimate: Fall of 2014). All information will be posted on the [TFDM website](#)) and the FAA Contract Opportunities, www.faaco.faa.gov.

Q: You have used the word “tentatively” for open competition, does this imply you’re still looking at this option right now?

A: The slide states Anticipated. The government anticipates the awardee to set aside (TBD%) of the contract for its small business and a small business plan will be required.

Q: RFI 2 discussed the opportunity and asked for industry input on "fly off" and "down select" in the evaluation process, where is the FAA right now in the process?

A: RFI #2 was considering an alternative for a 2015-2017 use of COTS then the balance of the contract using a more organic approach. At this time, and taking into consideration that the program is no longer considering the 2015-2017 approach, along with the program just recently being instructed to de-scope some of its requirements, a fly-off is not being considered. Using down-select criteria of some sort is always an option.

Survey Feedback

Q: What did you dislike about the FAA Industry Forum?

A: After 2 days of looking for collaboration, the lack of collaborative approach on behalf of the Contract Person responsible for TFDM was surprising and disappointing.

FAA: The TFDM contracting officer's intent was not to be unsupportive when it came to collaboration between Industry and the FAA and, in particular, the TFDM program. Attempts to schedule One-on-Ones and the scheduling of the Draft SIR were not solidified and therefore were not make part of the official presentation.

* Draft SIR and separate One-on-Ones – (Est.: Fall of 2014). All information will post on the [TFDM website](#) and the FAA Contracts Opportunities, www.faaco.faa.gov

Q: How useful was the information presented at FAA Industry Forum?

A: Somewhat useful, other (would like to see information on TFDM acquisition process; presentation was not worthwhile.)

FAA: The contracting officer would like to understand more of that you would have liked to have seen as far as the acquisition process. Please feel free to contact the Contracting Officer: Leslie.fisher@faa.gov

TERMINAL FLIGHT DATA MANAGER (TFDM) SYSTEM DESCRIPTION - MICHAEL HUFFMAN

Q: On the presentation, names of programs which interface with TFDM are spelled out, such as IDAC. Is this necessary since they may be changed in the future?

A: This is in reference to the DSP replacement. It is planned that IDAC capabilities in TBFM with functions in TFDM will replace DSP.

Q: Regarding Data Exchange with Operators, does TDFM have its own message exchange interfaces or will it use TFMS's?

A: TFDM data exchange will utilize the SWIM infrastructure; TFDM will define its own message formats, similar with TFMS, and will contain new data elements.

Q: Will there be user involvement in procedure development?

A: The system is designed following FAA policy, but as with any other system design, we will also work with vendors for inputs. The policy and procedures group will then set forth guidance, as necessary.

Q: TFMS has 20+ user tools, are these also including TFDM interfaces, such as the SSA feature?

A: TFMS tools will also include the TFDM's data via the integration between the two system interfaces.

Q: Is it an overall strategy to be as functional as possible, versus what the architecture is?

A: The draft specifications are published with the RFI, along with the requirements documents, include our current envisioned architecture. As we move forward to the FID we will revisit the functions and architecture based on a revalidation of our requirements and the responses to the RFI # 3.

Q: The RFI time line for user responses is too compressed, is there a better way to include users in the process?

A: FAA will look into changing the dates to allow more time for users to respond. The new dates will be posted by next Monday.

Q: Given the success and love for the electronic flight strip, is there a way to parse out the flight strip portion and move forward with just that option? Is there a way to go ahead and get that part of the program fielded?

A: There are constraints such as the FAA budget and the formulation of the business case. Depending on these constraints, there may be a new strategy to come.

Q: Is there a component of TFDM that is considered safety critical? Is it going to be a safety critical system that requires going on the BUS?

A: TFDM is not currently deemed safety critical but is planned to be on the critical power BUS because it will be efficiency critical.

END.