Questions/Answers of the Federal Aviation Administration (FAA) System Wide Information Management (SWIM) Industry Collaboration Workshop and Full SWIM Industry-FAA Team (SWIFT) Meeting #13

February 18ᵗʰ, 2021

Zoom Conferencing System Virtual Event

1. **NAS Producer Program: Time Based Flow Metering (TBFM) Yong Li (FAA)**
    1.1. **Audience Questions & Answers:**
        1.1.1. *Will there be an integrity checks against issued metering times that are within a certain time frame? For example we get some times that are 24 hrs. in advance of a scheduled time for a particular flight?*
            1.1.1.1.   *Yong L.: Bob and I will take it back to work. This issue might be confused with another T-program as this doesn't really apply to TBFM.*
            1.1.1.2.   *Rob G: This a good example of how we first got the TBFM data and didn't know what to do with it, now we have information on how to run the operations and for analytics purposes.*

2. **Special Topic: Early Planning for Disruptions (Ops Issue #3) Tabletop Exercise**
    2.1. **Audience Questions & Answers: (Vignette 1 Weather Impacts to Flight Routes in Northeast Region Panel Discussion)**
        2.1.1. *Is your pilot perspective based on airline or private? How does dispatch impact airline?*
            2.1.1.1.   *Ernie S.: It's the same process, pilot will look at the weather and what's in front of them and if needed they'll deviate.*
        2.1.2. *As a pilot do you take instructions from your ops center or controller?*
            2.1.2.1.   *David A.: It would be both.*
        2.1.3. *Does ADS-B In affect strategic pilot decision-making?*
            2.1.3.1.   *Rob G.: Not for tactical but it could be relevant here if it's available.*
        2.1.4. *Would ADS-B or FIS_B help in seeing the shifts earlier? Does it affect a pilots decision making?*
            2.1.4.1.   *Mark H.: The dispatcher is looking 300 miles in front of the aircraft to let the pilot know. If it appears deviations will occur, the dispatcher can work with pilot to help out.*
        2.1.5. *Do the airlines have access to RAPT information*?
            2.1.5.1.   *David A.: We will present that widget at the next SWIFT.*
        2.1.6. *Are all stakeholders seeing the same weather data feeds?*
            2.1.6.1.   *David A: We will address this in the convective weather season.*
    2.2. **Early Planning for Disruptions (Ops Issue #3) Tabletop Exercise (Vignette 2 NBBA Circumventing New York Metro Area Flow Restrictions Panel Discussion)**
        2.2.1. *How early do the airlines provide intent compared to General Aviation? Commercial Airlines provide schedule 24 hours out. GA does it when and can that be improved?*
            2.2.1.1.   *Ernie S: Get the GA CDM membership so that they can put data out. It varies wildly.*
    2.3. **Early Planning for Disruptions (Ops Issue #3) Tabletop Exercise (Vignette 3 Impacts of Airport Configuration Change at LGA Panel Discussion)**
        2.3.1. *Does this take account of moving liberty?*
            2.3.1.1.   *David A: No, will take the action to update the vignette for a future discussion.*

2.3.2. *Are there restriction from Artificial Intelligence (AI), that may lead to the need for certifications?*

    2.3.2.1. *Mark H.: No AI is built around Decision Support Tool (DST), no certs needed for FAA, AI would be informing decision maker and they would execute.*