

# Questions/Answers of the Federal Aviation Administration (FAA) System Wide Information Management (SWIM) Industry Collaboration Workshop and Full SWIM Industry-FAA Team (SWIFT) Meeting #14

May 27<sup>th</sup>, 2021

Zoom Conferencing System Virtual Event

## 1. Special Topic: Notices to Airmen (NOTAMS) Industry Update

### 1.1. Audience Questions & Answers:

- 1.1.1. *Can the API present NOTAM as JSON? JSON is a standard everywhere else?*
  - 1.1.1.1. *NOTAM Team: Yes, as GeoJSON.*
- 1.1.2. *How can we access the new API?*
  - 1.1.2.1. *As Jeri mentioned, its being worked to be part of FAA's API infrastructure.*
    - 1.1.2.1.1. *Does it include International NOTAMs for Oceanic airspace?*
      - 1.1.2.1.1.1. *NOTAM Team: All NOTAMs will be included.*
- 1.1.3. *OGC Testbed 17 Aviation Task is currently working on an "Aviation API" which is also trying to conform a standard API. Besides flight data retrieval, one of the use cases is to use FNS to retrieve NOTAMs via API. If this already exists, who is the best person to coordinate with?*
  - 1.1.3.1. *NOTAM Team: Jeri Groce (Jeri.groce@faa.gov) and Jeff Hobbs (Jeffery.Hobbs@faa.gov).*
- 1.1.4. *Are there plans to fold these features into what is delivered from FNS, or would this always remain a separately developed program? These two seem to be tightly coupled.*
  - 1.1.4.1. *NOTAM Team: At this point it uses FNS-NDS as the source (from SWIM).*
- 1.1.5. *Is there a "feed" version of the NOTAM API?*
  - 1.1.5.1. *NOTAM Team: So this a pure Request/Response... REST API, You can get all NOTAMs (published via FNS) via this, since it depends on FNS NDS (from SWIM) as the source.*
- 1.1.6. *Does this API have an interface with EIM? Any relation to EIM efforts?*
  - 1.1.6.1. *NOTAM Team: This is being worked on now.*
- 1.1.7. *Will the swagger docs be available prior to app/website release?*
  - 1.1.7.1. *NOTAM Team: Answered offline.*
- 1.1.8. *So this API contains the actual geo-spatial data for all TFRs?*
  - 1.1.8.1. *NOTAM Team: Yes, the geometry data is exactly the same that is available via TFR.faa.gov.*
  - 1.1.8.2. *Is that data available in FNS currently?*
    - 1.1.8.2.1. *NOTAM Team: API depends on FNS.*
- 1.1.9. *As part of reaching out to the public for development is the source hosted as an open source project somewhere? Can FAA teams fork this to potentially add to development?*
  - 1.1.9.1. *NOTAM Team: There is discussion on incorporating an open source project associated with SWIFT related activities. We are exploring the possibilities in leveraging current FAA access and capabilities. We are working with FAA legal on the particulars. Today, you'll hear about the SWIFT Portal, intended to help the community connect. More to come on the open source initiative in the upcoming SWIFT.*

## 2. NAS Program: Terminal Flight Data Manager (TFDM) Lab Connection

### 2.1. Will the test bed be available 24/7?

- 2.1.1. *TFDM Team: It won't be available 24/7, but we can be flexible in making it available to meet users' needs.*

2.2. What is your source for the airport map?

2.2.1.1. *TFDM Team: Jeppesen – ASDEX, TBFM, etc. and sends messages to TFDM.*

2.2.2. Are all of the Ramp Segments defined in Jeppesen data also?

2.2.2.1. *TFDM Team: No. Those are added on as part of TFDM adaptation.*

2.2.3. What is an assignment mode on the substitution display?

2.2.3.1. *TFDM Team: It was going to be used to allow the requester to provide a hint about the timing of the flights receiving the substituted TMATs. However, it was determined that it was really derivable and therefore will be going away in the future.*

### **3. Special Topic: Trajectory Based Operations (TBO) Update**

3.1.1. How does the FAA moving to TBO begin to provide benefits to Airspace Users?

3.1.1.1. *Steve B.: For example, if I look at TBO as TSAS, then its limited. But if viewed as a full integration of trajectory info, then it has benefits. It looks at CDM and shares it digitally and balances systems such as TFMS (balances schedules at different airports). Was I efficient today on my delay program? Where did I take the delay? Was it a good delay? High altitude or low altitude delay? TBFM for example, is not that efficient, but can we confirm that you don't get double hits? Taking advantage of the full suite of information so that it solves it with more agile solutions. It allows everyone to benefit from it. We are trying make you have the most flight efficient path (no slots wasted).*

3.2. Is TBO dependent on other ANG programs?

3.2.1. *Steve B.: It depends on the airport. ARR/DEP, Size of airport. Surface management effectiveness... What services are available at the airport? Where are the flights going to or coming from? An efficient departure will help manage schedule.*

3.3. Will TBO be built out as an extension of the current SWIM architecture?

3.3.1. *Steve B.: Yes, TBO will built using SWIM principles and the right level of performance SWIM service vs philosophy.*

3.3.1.1. *Josh G.: SWIM is taking and evolving on an enterprises, iTBO links decisions from TFMS with decisions from the surface (minimal multiple hits).*

3.4. How do airlines make business cases, how do the airlines look at that the 3 Ts?

3.4.1. *Steve B.: We worked with the airlines to decide the TSAS and surface management decision. TSAS came out of task force 5... The question becomes: How do I make more airports participate in this these benefits. This is where 3rd parties can help, provide apps etc. Really, how do we take advantage and not be restricted by the information exchanges by the 3Ts only. And the cost of admission needs to be low.*

3.5. Are there interdependencies from external sources?

3.5.1. *Steve B.: For CSS-FD, TBO is looking at filing over IP. We want to remove ICAO FP and reconstitute the information from the disparate sources. A full SWIM environment of flight information. Most of our data is going out with FIXM and coming in with FIXM. As far as accessibility, can we give clearances to GA on phones? Why can't we use CSS-FD to support every airport?*

3.5.1.1. *Josh G: Remember, many of these systems are archaic, the DevOps and Cloud depends on today's architecture that enables these benefits. We have work to do.*

### **4. SWIFT PORTAL**

4.1. With the launch of the Portal will the Scheduled Outage Notification and Return to Service emails go away?

4.1.1. *Michael P.: Not this version but it is being discussed in future versions.*

4.1.1.1. *Josh G.: The community can weigh in on this, as to how they want it resolved.*