**Questions and Answers from SWIM Users Forum**

**#1**

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| Does STDDS filter the flight data in the same way that ASDI did? | In general, yes. STDDS filters flight data using effectively the same files and filtering algorithm as used by ASDI. However there are 2 significant differences between ASDI (now TFMData) and ASDE-X filtering:* ASDI provided a real-time data feed and a delayed data feed. Currently the FAA provides only a real-time feed of filtered STDDS data, which is available for public consumption.
* In all publically available ASDI data feeds (real-time or delayed), if a message contained sensitive data, the whole message was filtered, or removed from the data stream. In contrast, when STDDS filters flight data, the sensitive data is “masked” (replaced with “ANON”), but the message is still delivered.
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| Is there a schedule for future ASSC systems? | SFO is currently the only ASSC system online, and technically SFO is not operational. This means the availability of ASSC surface data from SFO may not be as high as at other ASDE-X sites. The official operational date for SFO is currently unknown. CLE is scheduled to get connected to STDDS in Fall 2015. The date for it to become officially operational is not yet known. CVG is scheduled to get connected to STDDS in mid-2016. Similarly, its operational data is unknown. The remaining list of ASSC sites is known, but there are currently no published schedules for these systems: PIT, MCI, PDX, MSY, ANC, and ADW. |
| Given the data is compressed, is the ASDE-X/ASSC service a loss-less service? | When transmitting messages through NEMS (NAS Enterprise Messaging Service), the STDDS data is compressed and uncompressed automatically just prior to delivery to the end-user. But, that compression is not a loss compression like JPEG, so no data fields or information will be lost due to compression between the data producer and the data consumer. However, the message delivery system through NEMS is not “guaranteed delivery”, which means it is possible for whole messages to be dropped/lost in transit. This is most likely to occur during the peak air traffic hours if the end-user has insufficient bandwidth and has subscribed to a large data set (e.g. all ASDE-X data). Note, this has also been seen when the end-user client is misconfigured to explicitly acknowledge every message; for high message rate data (e.g. ASDE-X), we recommend using the NO\_ACKNOWLEDGE flag with WebLogic, or the equivalent AUTO\_ACKNOWLEDGE if using ActiveMQ. Refer to the sample client in the NSRR (e.g. NEMSTopicClient\_v1.02.tar.gz) for an example of this. |
| What does TAIS stand for? Where can an end-user find more information about TAIS? | TAIS stands for Terminal Automation Information Service. This is the service that will deliver the STARS AIG data in the next R3.2 release of STDDS. The primary place to obtain information on any SWIM service is the NSRR. For TAIS, the NSRR contains a service catalog called “STDDS Terminal Automation Information”, which can be found using the Artifacts/Services link. The TAIS service catalog currently has 4 files in its Documentation section. Additional files will be placed here as the development of TAIS progresses. |
| What is the queueing mechanism for the data? (when transferring from producer to consumer) | There is a STDDS server at 38 TRACONs which receives data from one or more collocated or nearby airports delivering ASDE-X/ASSC, RVR, TDLS or EFSTS data. The STDDS server receives this data, converts it to XML, creates filtered versions of messages containing sensitive data, and then delivers the data to one of several NEMS queues. The NEMS system then forwards the messages to the consumers’ topics based on the consumers’ subscription. All messages are delivered at the same priority level and order of messages is not guaranteed.  |
| Can I get sample STDDS data? | Sample data for the new TAIS messages is already available in the Documentation section of the TAIS service catalog in the NSRR. Samples for the SMES and APDS data will be uploaded shortly. Since the TDES data is unfiltered, samples of that data set need to be requested from the STDDS PM (Jeri Groce, jeri.groce@faa.gov).  |
| Is there STDDS archive data that can be recovered from (in case of disconnect)? | Currently there is no STDDS archive data that can be used to reconstitute publically-accessible data. |
| Please explain how Data Release Authorization works. Does the new process replace the old individual MOAs? | The FAA is developing a new website to manage Access Agreements, which will be available for public use shortly (it is currently in beta testing). Through this web site, users will be able to obtain authorization for publically accessible SWIM data nearly instantaneously. Access Agreements replace the old MOAs (Memorandum of Agreements). |
| Which airports supply which service of STDDS data? | We have recently uploaded a file (STDDS Site Data Availability by Release.xls) to the NSRR which shows all the STDDS TRACONs and all airports associated with those TRACONs and what data is being published by those airports through STDDS. Currently it is the same file loaded to all three STDDS service catalogs, and that same file shows all data sources. Depending on user feedback, we may split this out to be more service specific. And of course we will add the STARS TRACON sites as the TAIS service progresses in development. |

**#2**

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| How large is NEMS topic client? | 8MB |
| If I’m a user on R3.1, will I have to do anything to remain a user when 3.2 comes along or will it be transparent? | It would be transparent, except GLB might require some interface changes (not a certainty, but some early indication, program will update well in advance) |
| For external users, will interface be impacted by 3.2? | General answer is no impact, but will provide early access to schema, release notes, even data feed so we can verify if any small changes are needed.Added a few fields to all message headers to provide versioning of STDDS schema but in general tried to minimize changes. |
| When will RVR-DF be shut off on TFMS side? | TBD after transition complete. |
| Aware of Glitch with Notifications this week. Help Desk Involvement? | They are working to improve, planning to send out earlier notice where possible, but until further notice for off-hours issues, use the phone call tree for critical issues, that is the best way to reach them on off hours. Additionally need to make sure all producers are careful to keep Helpdesk in loop, need to communicate role of Helpdesk to producers. The Helpdesk is hoping in future to have automatic messages, currently do manual, query for users if would it be helpful to consolidate more content into a single email?  Often they cannot if they receive outage too late, but they can try. It was noted that it can take considerable amount of time to get FTI approval to make changes to fix it. |
| Has Helpdesk noticed any recurring themes/issues that might merit proactive outreach? | HD answered that there are 2 categories:  1) scheduled 80-90%, unscheduled outages of shortages, less consistency of issues.  Have had users get hung up and had to disconnect/reconnect.  For unscheduled, sometimes it takes time to notify/reboot (for instance, sometimes it’s easier to reboot before sending notification email), can also be some delay because they are not onsite staffed 24/7 (they could be driving home etc.) |

**#3**

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| Are we planning to combine TFDM/Chris Burdick webinar with SWIM user’s forum? | Yes, there will be coordination and an absolute intent to do so. Working towards achieving that goal. Currently the TFMS program is focused on ASDI which is still running, but will eventually have TFMS website point to SWIM.  |
| On-ramping question: is the R&D domain form given to all users, or just some based on user category? | Access to the site <https://data.faa.gov> is managed by AJR-D, and only contains services that are currently available for release to external consumers.  Their forms are separate from EES forms. There is no mapping between the two sets of forms.There is a slightly different process for internal/external users (both data-to-industry email and AJR-D site), for GFI users contact SWIM office directly instead of EES/AJR-D. On-ramping resources:* Data-to-industry@faa.gov: e-mail address to request access to SWIM services
* <https://data.faa.gov>: FAA web site for obtaining authorization to access SWIM data (also known as the Access Portal)

<http://www.faa.gov/nextgen/programs/swim/>: General FAA web site for information on SWIM  |
| Will SWIM data be available on NextGen prototyping network supported by FAA in an official capacity? | Yes. The SWIM Program uses NEMS which does have a R&D platform for prototyping and research.  NEMS also has a test environment called the FNTB at the FAA Technical Center. |
| Is there sample STDDS data on NSRR? Specifically Surface events movement data.  | No. Working on creating a small set to upload.  TAIS has been done, will be working on older services soon.  |
| Are you working with AJR-D to know when SFDPS could be commercially available? | Security/AJR-2 reported that NDRB meeting went well, and SFDPS was tentatively approved, just some paperwork.  SFDPS will be available for internal and external users soon.  |
| If consumers can filter different sites/airports, can they do that on the fly or must they specify in their on-ramping forms?   | Need to get an initial approval for all with the ability to turn them on later. Need to have all requested airports on the on-ramping forms.  |
| In addition to reconstitution do you support ad-hoc historical query? | No. Request reconstituted data through JMS for subscription. Should be a SWIM level property, not service related\*Webservices request is necessary for historical data |
| Asked how far can these queries go back? |  15 days. |
| Can we access STDDS or TFMData historical data like we can do for SFDPS data? | No. TDES has some limited reconstitution ability. There is talk of possibly adding that in the future but not currently.  |
| For the ASDE-X maintenance emails, he had proposed that in future to receive them on the topic as xml message instead of email—any update?   | The Help Desk is aware of this request, working on ways to make notifications less manual. |
| For the RVR, there is no airport tag in the xml, any updates on getting them.  | It is on the list. Will most likely not happen before the old feed retires but is being worked on.  |