Tuesday 4/18 - Meeting with Former STMC with N90, Current Program Manager at Port Authority of NY and NJ

Meeting Agenda

- N90 / ATM
    - Day-to-day experiences as a STMC with N90
        - Pain Points?
        - Collaboration?
            - What meetings do you have with the FAA/other stakeholders about AFPs or other TMIs
                - Recurring vs. Ad-hoc?
                - Airlines? FAA?
                - Are these people TFMS users?
    - Experiences with NTML
    - Differences between N90 and normal operations
        - AFP implementation (no approval needed from Command Center to a certain point)
        - Communication
    - Airline view of FMDS: What info do you think is important to airlines?
- ATC (Tower)
    - How does TMU interface/collaborate with N90/Command Center?
    - Experiences with NTML
- Port authority
    - Next-gen Integration Working Group (NIWG)
- Suggestion
    - I would also ask his opinions on what, from a user perspective, is he most looking forward to in terms of the “reorganization/modernization” of TFMS into FMDS

Notes

- Experience at N90
    - Besides having the most complex airspace, they also deal with difficult weather (especially during peak travel season as this is peak thunderstorm season)
        - One of the biggest challenges
    - No real interactions with the airlines
        - Airlines would call them, they would listen to them, but still do whatever they wanted regardless of what the airlines said
        - Lot of military controllers
    - AFPs are relatively new in the traffic management world
        - Ground delay program has always been flawed
            - Provides some control over the arrivals but it never really worked to its full potential
            - Would expect somewhat of a managed flow, but it doesn’t work that way
                - Primarily because of the airline

        - The airline has an en route time that is not an actual en route time
            - Depends on time of day, winds, etc.
        - System needs to be provided with this data
    - Ground stops
        - Current system tries to predict what the demand will look like
            - This is not accurate
            - Not sure if this can be accurate due to the large amount of variables
- Collaboration
    - Typically starts the day before at roughly 2:30 PM
        - PERTI Plan
            - Executing is not optimal
            - Frustrations from review
                - Not always a thorough review of what occurred
                - Sometimes difficult to go through every single event
    - Quick general overview
        - Talk about if they need AFPs
        - Will highlight those areas of what AFPs they will look for
            - Potential GDPs, wind impacts, storm impacts, etc.
    - Put out a report that shows this information
    - Two versions of PERTI Plan
        - One in-depth version for a call
            - All major airlines, facilities, FAA Command Center, if there are snow events in the New York area or any construction projects
    - Strategic Planning Call (SPC) the day of at 7:15 AM
        - Give an overview of the day, looking at the next several hours (roughly two to four hours)
        - Every two hours throughout the day through 7:15 PM
        - Primary discussion of AFPs occurs here
            - Ways to get around an AFP (this option exists)
            - This is done at the Command Center level
                - Command Center makes a lot of these decisions
                - CC has sidebar conversations in between these SPCs
                    - Typically CC with facilities, or just facilities
                        - If there is ever disagreement between the airlines and the CC, they will talk to facilities directly
                        - Once the decision has been made, there does not seem to be enough follow up
                            - Things change: forecast can pivot, as well as other factors

        - The issue that always happens is that arrivals can come in but departures cannot get out
    - Decisions are more-often than not are made through experience
        - FAA does not have a good system of maintaining “travel knowledge” (what you experience throughout your career)
            - Not a lot of weight is placed on this
        - AFPs are overused (especially in Florida)
    - Data inaccuracy
        - 1 hr: Accurate
        - 5 hrs+: Not accurate
    - NTML is not what it should be
        - When you are working, you do not have the time to make a log entry
            - May jot it down somewhere
            - Used to tell people that the important part of the job is keeping care of the airport not maintaining NTML
        - Coordination is done on “an open-hotline”
            - Difficult to catch all information that is conveyed over these calls
            - Especially after a severe weather event
            - Hotline typically lasts for several hours
                - Potential Solution: voice-to-text technology as talking is faster than typing
        - NTML very important for providing updates
            - Potential Solution: training (most likely not the solution)
            - Potentially having FMDS manually create these logs
        - *Creating a way to better facilitate calls/conferences with a ton of people on the call*
            - Maybe there is a better way than a conference itself?
    - CDRs (Coded-Departure Routes)
        - Easy to do a reroute
            - Current flight-planning system is not optimal
            - System in the TRACON was from the 80s
            - TFDM (new system that will handle a lot of this flight planning information)
                - Or at least will modernize it
                - Scheduled to get it this year but now will not get it until 2027
    - There is not an expectation that the information on NTML is “correct”/accurately depicting what happened
- From a user perspective, is he most looking forward to in terms of the “reorganization/modernization” of TFMS into FMDS
    - Air Traffic Employees tend to be visual
        - Visualization is preferable to text
    - Airport

        - Wants a very efficient operation
        - Having an interface that provides an outlook for the day
            - Combination of weather, traffic
            - Shouldn't have to look at three different systems to know whether it is a good day
        - Runway configurations are very critical due to potential noise issues from the community
        - Potential/Expected Impacts
            - VFR/IFR?
            - Expected throughput?
            - Are winds going to restrict our operation?
        - Can we look further ahead (maybe a day, two days would be even better)
            - Do we need to bring in extra staffing?
            - Do we need more people on the airport surface?
            - Helps airlines with longer-term planning
        - Weather forecasting
            - Visual element
    - FAA (essentially the same as the airlines)
        - Wants an efficient operation
        - Can we look further ahead (maybe a day, two days would be even better)
            - Do we need to bring in extra staffing?
            - Do we need more people on the airport surface?