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