

Thursday 5/18 - Meeting with TFMS SME and Mosaic ATM

Agenda

- ATM Software questions
 - Desktop vs Web-Based Application?
 - What are the current pain points with TFMS applications?
- Communication
 - What recurring meetings do ARTCCs or the command center have?
 - What are names for these meetings? [How are these meetings grouped?]
 - Are there any major problems in current communication / collaboration among FAA colleagues that are crucial to resolve with our design?
- NTML
 - Can you talk about the process for requesting / approving a restriction through NTML? (facility to facility)
 - Can we get your perspective on NTML? (is it as efficient of a tool as it could be?)
 - If no clear opinion, ask: Is it tedious to log for NTML?
- Post-event review
 - How is the FAA Toolbox used for post-event review?
 - What is the role of NTMS in post-event review?
- Division of labor within command center and ARTCCs
- FEA vs. FCA
 - What are the differences between the two?
- NAS Status Dashboard
 - Does NTMS only view this at the beginning of their workday, or is it used throughout the day?

Notes

- [Zoom Recording of Meeting](#)
- Desktop vs Web-Based Application?
 - Current TFMS system is cloud based
 - TFMS is a web-based application
 - Number of issues, particularly with software updates
 - Every 56 days there is a chart cycle, and any item in the NAS that gets updated has to be updated at every facility to coincide so that all facilities put this update in
 - Sometimes they are pushed out from the tech center
 - Tied to specific workstations as well
 - Could not move around freely and go somewhere else to complete the functions from TMU
 - Had to physically be at those workstations, and a lot of times those workstations have specific functions only loaded on those workstations
 - Security requirements around cloud-based being discussed currently
 - Believes it should be web-based

- **Which method makes global software updates easiest?**
 - What are the current pain points with TFMS applications?
 - Collaboration when working with AFPs
 - Beginning paragraph of OPS Plan comes from PERTI Advancement Plan Webinar
 - Comes from overnight planning from the previous day
 - Hand-off from PERTI Team to command center
 - All airlines and TMUs across the country are on the call
 - Discuss all issues and will put out proposed initiatives (collaboration piece)
 - Once agreed upon, they issue advisories and the programs go in place
 - AFP is proposed
 - Telcon is held with all interested parties
 - Either a specific call pertaining to this issue or will be dealt with in PERTI Advancement Plan Webinar and Operational Planning Webinar
 - Once approved, program is sent out automatically
 - Airline AOCs have to work with this
 - Working with delays and substitutions
 - Prioritize flights according to business plan
 - **The proposal has the proposed plan, but also has the statistics demonstrating why the proposal was needed in the first place**
 - **NTML is a device used to coordinate restrictions between facilities**
 - Command center is the clearing house for all these restrictions
 - Either approve it or decline, where declining requires a telephone call with affected facilities
 - Done automatically not done via phone calls
- What recurring meetings do ARTCCs or the command center have?
 - What are names for these meetings? [How are these meetings grouped?]
 - Operational Planning Webinar
 - Occurs in the morning, then once every two hours until the final one (around 9 o'clock at night) planning for 2-4 hours ahead
 - PERTI Plan incorporated into Operational Plan
 - Any issues on anyone's radar are made known well in advance
 - This is crucial for NTMS efficiency
 - Discussion of TMIs during the planning webinars where participants can ask questions
 - There are agreements and disagreements
 - Can be on scope (start and end time), number of aircraft included, etc.

