

ATD-2 Remote Demo (12/14/27) Chat Transcript

Michael Tsairides: Welcome everyone to the ATD-2 Remote Demo (12/14/17). For audio, please dial into the telecon line: 1-844-467-6272 Passcode: 592382#

Michael Tsairides: REMINDER: Please mute your computer speakers during the full length of the meeting. Also, mute your phone when not speaking.

Michael Tsairides: If you didn't sign in with your full first and last name, please click on the top right of the attendee pod/box above this chat pod/box and click on, "Edit My Info" to enter your full first and last name.

Al Capps: Feel free to ask questions in the chat window!

Al Capps: As of this morning, there have been 364 times the users have submitted feedback since Go-Live.

Kyle Andrews - NATCA: For taxi in and taxi out, what defines the point on the airport when a plane is considered to be in taxi status?

Al Capps: Taxi status here is calculated by the underlying surface modeling, when the flight transitions into the AMA/ramp.

John Fergus: Gate Spot and Runway actual times are what's being used

Kyle Andrews - NATCA: So, for taxi out, the time is from the aircraft entering the AMA to the aircraft taking the runway?

Al Capps: Thanks John. I think Kyle was wanting to know how 'actuals' were calculated. In Phase 2, the EFD controller entries will factor in.

Al Capps: The ramp taxi is from OUT to the time the flight reaches the Spot as derived in actual spot crossing. The AMA taxi is from the spot to OFF as derived through surface modeling calculations.

Al Capps: Total is ramp + AMA

Kyle Andrews - NATCA: OFF being wheels in the air or Line Up and Wait?

Al Capps: OFF here is wheels off the ground. In general, about 48 seconds after cleared to depart.

Al Capps: 10 seconds to react to clearance to depart, 38 second roll time (roughly speaking)

Kyle Andrews - NATCA: Ok, thanks.

Bill Boggs 2: Where does the Taxi In start?

Al Capps: Hey Bill, taxi in starts after ON. In our system today, it waits until the flight gets below a certain taxi speed.

Hamsa Balakrishnan: Is there a sense of how these would line up with the acars messages (particularly on the OFF and ON times)?

Bill Boggs 2:OK Thanks. Didn't know if you started after they cleared based on surveillance

Al Capps:Hamsa, good question. We have looked at the OUT more than the OFF/IN/ON recently.

Bill Boggs 2:BTW there was a big volume drop on the phone for me

Frank Lias:The phone audio cut out

Hamsa Balakrishnan:Shivanjli, we lost you

Al Capps:The OUT times we are seeing from ACARS, at multiple airports/Opertors, likely need further investigation. We are very fortunate to have ramp controller input at CLT to be able to measure these closely.

Al Capps:We think the ON and OFF times from ACARS/OOOI data are pretty good. Unfortunatly it is in minutes level granularity. For what we are trying to do, every second counts.

Hamsa Balakrishnan:got it, thanks

Corissa Robinson:Hi Al - Who initiates the APREQ negotiation for ZDC flights?

Al Capps:ZDC does. They put it in NTML, they also put it in TBFM IDAC. Does that answer your question?

Corissa Robinson:Yes! So, it's the center that is over capacity that initiates the process, correct?

Al Capps: Correct. This is often passback delay for other NE corridor airports that is managed by ZDC. CLT, given its close geometric position to ZDC and the NE corridor is often subject to tactical restrictions for these flows.

Corissa Robinson: So, if electronic negotiations started for ZTL for example, then the ZTL would put the restriction into NTML and TBFM, correct?

Al Capps: DMP is departure metering procedure, for the uninitiated! <smile>

Al Capps: Corissa, ZTL is a different story right now. It does not have TBFM IDAC. We plan to expand to ZTL/ATL for Phase 2. Also...

Al Capps: ZTL runs ATL arrival metering pretty much every day, which leads to APREQs for CLT. This is not currently put in as a restriction. Thus, CLT TMCs have a way of entering ATL APREQ procedures manually in the surface tool.

Al Capps: The TBFM SWIM times come through the system from ATL so that CLT TMCs do not have to manually enter them and so there is general situational awareness.

Al Capps: Looking forward to expanding electronic negotiation with ZTL in Phase 2.

Al Capps: Craving the savings!

Corissa Robinson: Got it! Thanks Al!

Wes Googe: Al, What fuel burn/min are you using in the benefit side and is one generic number or different by aircraft?

Al Capps: Wes, it differs by aircraft. Rich is going to talk about this in more detail. My hope is that some of the 'initial data' (not results) that Shivanjli just presented could be used to give initial feedback to the groups you are coordinating with. Whatever data we can provide to tell people "thank you!!!"

Al Capps: we want to do.

Wes Googe: Well PSA has already asked and you are right. To continue with compliance, flight crew awareness is crucial to keep by in .I know that we would provide any taxi burn rates for all our a/c and we fly them all last I checked. I also would suggest when the dash becomes an online tool. Chief pilot offices probably would also be interested in getting this to help them in assisting in those wx challenged days

Al Capps: You bet! Good idea on expanding DASH. Shivanjli may already have some thoughts on that.

Al Capps: We are collecting and looking at TMAT compliance as well.

Miguel: How did you decide which MOPs have KPP and which ones don't?

Al Capps: Hi Miguel, the short answer is through a lot of stakeholder input. Rich did a 'road trip' of sorts and got input. He also looked at S-CDM metrics, TFDN metrics and some legacy metrics that have been measured in prior field evaluations.

Corissa Robinson: One quicker follow up question...is the APREQ restriction that is entered by ZDC into TBFM shared with the ZTL TBFM?

Reshma Kumar: How is the workload measured?

Al Capps: The data to measure is still a work in process that we call 'micro benefits'. For instance, in the DDD report we are breaking up the data by banks, which is how local CLT folks view the world (but is not a legacy/traditional benefits measure).

Al Capps: Corissa - the FAA TBFM PO and SLE set up T2T. So the way it is all wired up (plumbing) the ZTL back end is used. However, ZTL TMU doesn't really care/need/want the APREQ times for flights that are bound out of their airspace. ZDC and CLT work together basically like the home Center's typically do.

Al Capps: Reshma, we have a human factors team that is periodically collecting data on site. Local folks have been kind enough to fill out questionnaires and answer key questions that allow us some baseline data to compare against with periodic measurements.

Reshma Kumar: Thanks, Al, so you're collecting user feedback on mental workload and comparing it to the baseline measures to assess if workload has increased/decreased/remained unchanged?

Al Capps: Yes, the questions are designed to drive toward things like this, as well as user acceptability and any unexpected variances. For a deeper dive on this, our HF folks are in a good position to give a 'deeper dive' on this subject.

Reshma Kumar: Thanks, Al.

Al Capps: Make sure your question is answered here Wes

Miguel: For the uninitiated ... What does AMA stand for?

Hamsa Balakrishnan: This is the fuel burn, and not savings, right?

Hamsa Balakrishnan: Active Movement Area

Raymond Herron: AMA is Aircraft Movement Area

Miguel: Thanks to all.

Al Capps: To Hamsa, yes, fuel burn.

Tom Reynolds: Why do you need to assume gate hold time = taxi time reduction? Can't you validate that is the case from the data?

Al Capps: This is 9,738 lbs. of potential fuel savings for those of you that don't speak kilograms

Al Capps: Tom - over time, that is exactly what we hope to prove. This is 'early data', not 'results', and so we are just being careful (and as methodical as we can) in verifying this assumption.

Tom Reynolds: Got it, thanks

Al Capps: Wes, I hope this data helps in your discussion with pilots as well

Wes Googe: It does but I do have some points that you guys need to be aware of. Single engine taxi is the standard for our airline today. Now I can't attest that we as a whole comply with this strictly but I can say that the regionals do given their directives. Also I am interested in seeing how the ICAO fuel rates stack up against the OE numbers we use everyday in flight planning. We have seen discrepancies in the past with other data analysis with other groups working with the FAA. These are refinements that we could work on in the future

Steve Osborne: Do we have a date/time for the next meeting?

Al Capps: Not yet. When we do, we will send it out on the atd2 mailing lists, and also post it on the website. It will be in Jan. Still trying to find a date that de-conflicts with as many folks as possible.

Al Capps: Thank you all for attending! Wes we will follow up and continue to refine our estimates moving forward.

Steve Osborne: Thanks Al

Al Capps: You bet Steve, thanks for taking time with us today.

Wes Googe: The other thing Al, as an aside, is that some of the pilot community is recognizing a change in patterns in Charlotte. The regional crews are remarking to the Chiefs office that they notice taxi times are going down. Since they had some of the longest that to me is significant. Usually it takes a while for flight crews to pick up things like this