ATD2 Remote Demo – 5/23/18
Adobe Connect Chat Transcript

Michael Tsairides:Welcome all, the ATD2 Remote Demo features two audio options: 1.) Listen via Adobe Connect/through your computer speakers (you won't be able to speak). 2.) If you'd like to participate and speak during the Q&A portion, please dial into the toll-free telecon line: 1-844-467-6272, Passcode: 592382#

Michael Tsairides:If you've dialed into the telecon line, we ask you to 1.) mute your computer speakers and 2.) mute your mic via phone/tablet when not speaking.

Michael Tsairides:Please feel free to enter questions and/or comments here in the chat room at anytime. Members of the ATD2 team will take questions/comments, time permitting.

Al Capps:A key reason why we decided to use OIS is that APREQ infomration is posted on OIS that is not being provided in TFM Flow. This is a known need on the FAA NTML/TFM-flow that is expected to be addressed before TFDM build 2. So hopefully APREQ data will be avaialble in the TFM Flow SWIM t some point in the near future.

Pete Slattery:Thanks Al.

Pete Slattery:I believe I saw some restrictions last night that had TFM as the source.

jadyne seitz:What if the rx said EWR and SATS?

Al Capps:Hey Jadyne. It depends on the TMI type.

Al Capps:If it were an APREQ to EWR, then the system would apply an APREQ TMI to EWR. Are you asking how it handles multiple targets?

Marcus Smith:What restrictons are you missing from the OIS page?

jadyne seitz:or slang. we use "sats" for all EWR satellite airports.

Al Capps:Hey Marcus. APREQ. You and I have already discussed this as you know, and TFDM is helping champion adding that in.

Marcus Smith:Thanks Al

Bob Staudenmeier:Jadyne, When ZDC passes the restriction back to CLT/ZTL they will mention the specific airports (TEB, MMU, CDW) then the system will recognize the airports to place on APREQ or MIT.

jadyne seitz:thanks

Marcus Smith:are you considering the Advisory database for the other restrictions from the OIS?

Marcus Smith:or the reoute page too

Al Capps:Hey Marcus, no...or maybe I should say they were considered but not incorporated. There are local entries that do not rise to the level of a reroute play. The need for surface seems much more immediate and tactial that most of these sources provide.

Marcus Smith:sounds good

Al Capps:Hopefully, the TFDM entries on restrictions will be the single source that is replicated to other systems (like NTML, in TFM wheter it makes sense), etc.

Marcus Smith:yes

Al Capps:The inclusions/exclusions that eventually evolved in ATD-2 took several iterations with CLT ATC. They were very patient with us as we worked through the options. We have not looked at the TMI inclusions/exclusions that are avaialbel in ATD-2 and compared that with the TFDM plan...but it may be a worthwhile activity. In a nutshell, we ended up using all the TMI options that are avaialble in TFMS when considering inclusion/exclusion for FCA as the basis and then adding/editing per ATC request.

Greg Callahan:Al, You often receive an update time with a GS. How is that handled.

Al Capps:Greg. Good question. I'm not sure if Brian will talk about how the matching works for updates today, but my rough summary is that the TMI process looks at entries it gets from TFM Flow and tries to identify whether it is new or an update. If it is an update (e.g. same start time but new end time) it will

modify/update the restriction. If it is during a new time period, then it follows a different process. Not sure if that answers your question Greg.

 Doug Swol:How do you export the red/green space from TBFM to your surface timeline? I know TFDM will not have this capability.

 Al Capps:Hey Doug (mr DFM->IDAC), we pretend to be an IDST. This was done with 0/zero lines of code change to TBFM.

 Al Capps:It is a bummer that red space/green space is not planned for initial roll out. I think it will likely be a part of future work packages.

 Doug Swol:Nice. Yes, I agree that it's a valuable addition that we definitely want in the future.