

Task 115

Identify Critical Airline Data Needs



CDM

Collaborative
Decision Making

Task Description and Scope

- Develop a list of critical data needed to maintain flight operations. The team will:
- Assess existing data and include end to end system resources
- Engage with applicable stakeholders and subject matter experts
- Complete tasking by April 10, 2023



Ad Hoc Subteam Members

David Caraballo, Alaska Airlines

Bob Berlucchi, American Airlines

John Martin, American Airlines

Jon Reisinger, Boeing/Jeppesen

Aaron Wood, Boeing/Jeppesen

James Brown, Collins/ARINC

Karis Harro, Delta Air Lines

Bill Tuck, Delta Air Lines

Damian Todd, FedEx

Lee Brown, JetBlue Airways, Subteam Lead

Jason Ford, JetBlue Airways

Chris Rogalski, JetBlue Airways

Sally Russell, JetBlue Airways

Tim Matuszewski, Spirit Airlines

Ned Calderone, United Airlines

Vern Payne, FAA Air Traffic System Operations



CDM

Collaborative
Decision Making

“Critical Data Needed to Maintain Flight Operations”

- Two interpretations of data needed to “maintain flight operations”
- Maintaining operations, in the most basic sense, could simply be data that is needed to dispatch or operate any flight
- Maintaining operations could also be construed as keeping an operator’s schedule or network of flights functioning



CDM

Collaborative
Decision Making

Critical Data Where Loss Will Result in the Inability to Launch Any Flights

FAA Information Element	FAA or Other Source
NOTAMs	FNS, USNS, DINS, Jeppesen NOTAM management system
Winds/Weather Information Display System - TAF, Metar, WX Models, Satellite, prog charts, etc. MeteoSTAR	METAR provided by ASOS/AWOS WMSCR legacy system that feeds ASOS/AWOS Weather products thru SWIM Weather DTN
Flight Plan Filings	ARINC / SITA - ATC Filings / ACARS NADIN, ERAM
Clearances (and beacon codes), flight plan amendments, routing changes	VHF voice and data communications
Flight position data Aircraft surface & airborne movements	Flight Explorer, Flight Aware, Fusion, Sabre, ACARS through ADS-B/radar position reports TFMS ASDI & STDDS-ASDE-X data via SWIM

Critical Data Where Loss Will Result in Inability to Maintain Majority of Operations

FAA Information Element	FAA or Other Source
Low level windshear information	LLWAS (low level wind shear alert system)
Upper air weather	SWIM, 3rd party, NOAA, Eurocontrol
Revised procedures, routes, publications	Procedure data base providers - publications originate with ANSPs
TCA Hotline	FAA ATSCC / TFM
Early intent/EDCT information/Flight Create	CDM
PERTI - Airspace information (next day)	CDM
FAA NAS information/ OIS/FSM/TSD Command Center/airspace advisories Airport traffic/volume through FSM	TFMS, SWIM, TBFM
Contingency plans/routes/procedures (e.g. ATC-0 routes)	ATC Facilities and ATSCC



Summary

- Team recognizes that the FAA has broad regulatory responsibilities and there may be other data sources that are not cited here
- New systems and modernization projects may add or delete data sources
- Additional dialog with the FAA through CDM on critical data needs is welcomed