



# FAA TFM-AID Challenge Q&A Webinar Summary Document November 15, 2022; 3:00 – 4:30 PM Eastern

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## Technical Questions Received in Advance

### 1. What is the expectation for the prototype?

- a. The goal is an interactive simulation that will give stakeholders a taste of how the final product will both look and perform and mimics the end products. That is, the goal is not to develop a fully capable system, but to focus on the front-end user interface and user experience and workflows rather than all that happens on the back-end to provide that experience. Please take note of the [Airspace Flow Program scenario](#) provided as #4 under [Resources](#). See also item 9 on the resources page that references tools and recommendations for a prototype.

### 2. What systems are currently in place that will be integrated into the new flow data management system interface?

- a. The Challenge focuses on the TSD, FSM, and NTML applications that are part of the current Traffic Flow Management System (TFMS). See the [TFM Background document](#) under [Resources](#) on the TFM AID Challenge website.

### 3. Can you please explain the design constraints in detail?

- a. No specific constraints beyond what is indicated in the challenge guidelines. You can plan on more than one monitor, although we suggest you not plan on more than two. You should also consider how the traffic manager manages information spread across more than one monitor

### 4. How can participants learn about what the current traffic flow management system GUI looks like?

- a. There are several sources, all of which are available under Resources on the [FAA TFM-AID Challenge Details page](#):
  - o [TFM background document](#) on the Challenge website includes screen shots of relevant portions of the existing GUI (Resource #3)
  - o There are some shots of TFMS screens in the [System Command Center overview video](#) (Resource #7)
  - o There are user guides for the TSD and FSM applications on the Collaborative Decision Making (CDM) website. These guides may provide a useful reference, but we do not recommend trying to read them from end-to-end.
    1. [TSD U/F/C User Manual](#)
    2. [FSM User Manual](#)

**5. Will we be given data to model from?**

No data modeling is necessary; we recommend that teams focus on the user interaction. The kinds of information presented to users about AFPs can be seen in the [AFP scenario document](#) (Resource #4; see Figure 3 on page 4) and in the [TFM Background document](#) (Resource #3; see Figures 7 and 8 on pages 7 and 8, respectively). Information presented to users about flights can be seen in screen shots from the [FMDS Concept of Operations document](#) (Resource #5; see Figure 2-8 on page 28, Figure 2-9 on page 29, and Figure 2-14 on page 34)

All of these can be found under Resources on the [FAA TFM-AID Challenge Details page](#).

**6. Can you please provide some examples of existing pain points in the traffic flow management system?**

a. The principal pain points are:

- 1) The need to transition between multiple applications in order to complete a specific task
- 2) The need to make duplicate entries into separate applications
- 3) The need to manage numerous windows (death by windows), and
- 4) Inconsistency in presentation as user transitions from application to application.

Refer to the AFP workflow, as presented in [the ConOps](#) (Resource #5).

**7. What would you like to see added, removed or improved in the traffic flow data management system? If possible, can you please provide a 'wish list' of features for the new advanced flow data management system?**

a. You should address the previously mentioned pain points, and also improve the visualization to make things easier to understand and quicker to mentally assimilate. You need to retain the ability to prioritize how data and views are displayed by providing sufficient flexibility for different roles to customize displays to their needs (keep in mind this competition focuses on the ATCSCC perspective).

**8. How can participants learn about what the current traffic flow management system GUI looks like?**

a. See answer to #4 above.

## Programmatic Questions Received in Advance

**1. Are participants allowed to interview traffic flow managers and federal employees to learn about existing pain points in the current traffic flow management system?**

a. Yes, for the most part. If your team has existing connections, or reaches out independently to government or industry experts, you are welcome to interview them for your project. However, neither NIA nor the FAA can provide contact info or make arrangements for a teams to conduct interviews.

However, please keep in mind that we want to see new concepts and ideas. Interviewing past controllers and traffic managers may slant your designs towards the existing system, which your design is meant to replace. Be open minded and aware that different types of facilities will give you different viewpoints than may be used at the ATCSCC.

In the interest of fairness, you may not directly contact anyone involved with the FAA TFM-AID Challenge Steering Committee. If you have questions related to the Challenge for someone on the committee, please send them to [Victoria.OLeary@nianet.org](mailto:Victoria.OLeary@nianet.org) at any point before the PDR submission, and the FAA TFM-AID Program Team will forward them for answers. All questions and answers received this way will be posted to the FAA TFM-AID Challenge FAQ's page, so that they are accessible to all teams.

**2. We can deliver prototypes for multiple ideas; is there a limit?**

- a. A single university may submit more than one EOI/PDR, and students/faculty may participate on more than one team. If your “multiple ideas” are integral to each other, then you would submit one EOI/PDR for the design which incorporates all of your ideas. If you have multiple varied ideas, then each unique idea should be submitted as its own full PDR responsive to the prompt.

Keep in mind that each PDR submission will take a significant amount of time, effort, and research to deliver a quality proposal. If your student group plans to submit multiple ideas, consider nominating separate Team Leads for each idea, and scheduling time with each other to work on each submission separately from the other submissions.

## Questions Received During Q&A Webinar

No questions were asked on-call. Future questions can be directed to [Victoria.O'Leary@nianet.org](mailto:Victoria.O'Leary@nianet.org).