Airport Operations Monitoring Systems (AOMS)

Guiding Principles

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Status

- A document was prepared discussing many potential directions
- Both Kevin's, Hardy, Jack and Andrew met and pared down the document to the guiding principles
- The scope expanded from Flight Tracking to include the Camera System to attempt to create a generalized policy
- Andrew had discussions with Rick Tavan and subsequently made this document available to him for comment
- The document was presented to ACAT
  - Rick's timely feedback was presented
  - Resulted in very few changes, which are reflected in this presentation

Available Datasets

- Real-time "black-screen" flight track data which shows unprocessed data as it is received by the system
- Processed flight tracks which can be presented on a GIS system else as a data stream
- Processed flight tracks presented as a web-based application available to the public
- Ancillary attributes presented by airframe transponders and related FAA registration database … this differs depending on the type of transponder, i.e. mode S vs. mode A/C
- Photographs of departing aircraft (except for touch and goes, rotor craft, balloons, and gliders) and the related FAA registration data based on the N-Number

Principles

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- Flight tracks, themselves, are not too sensitive information but rather it is any identification of the aircraft related to a specific track that is sensitive. This privacy component is already ensconced in existing policies
- Unprocessed, i.e. "Black-Screen", Flight tracks may be observed real-time on monitors on airport facilities. This information will not be released to the public but may be used as presentation material to the public. This presentation material can conceal N-Numbers if necessary
- Individual flight tracks with transponder identification will only be made available to authorized TTAD personnel, regulatory authorities (the FAA/NTSB/law enforcement), the airframe owner, and the Pilot in Command (PiC), unless the airframe owner/PiC explicitly authorizes the release of transponder identification to a wider audience

Principles (cont.)

- Staff are permitted exceptions to the above, at their discretion, to be able to provide timely information to …
  - assist search and rescue operations
  - report operational safety issues to the relevant parties
  - provide immediate input for incidents to assist emergency and law enforcement services
- AOMS will not be used for assessing individuals' compliance to any noise abatement procedures (NAP), nor will it be used as a basis for developing NAP routing incentives but …
  - AOMS information can be used to counsel pilots on requested NAPs
  - AOMS information can be used to advise interested members of the public on where aircraft are actually flying
  - Any available AOMS information can be used to assess compliance to contracted agreements

Principles (cont.)

- Flight tracks, either individual or consolidated, without transponder identification, may be requested and released to the public at District cost
- Processed flight tracks, without transponder identification, will be made available via a web-based application, with a system dictated delay. This will give the public access to flight-tracking information so they can 'self-serve' without involving TTAD Staff
  - To be explicit … No aircraft identification, either from transponders or photographs, will be provided to the public. Nothing will prevent individuals from visually identifying tail numbers, and the publicly available FAA registration database then provides further attributes such as registered address