



# Breakout Sessions

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- **Metrics & deliverables – Apples to apples may not be possible given the wide range of concepts and their relative maturities. A completely level playing field may not be possible.**
- **If it can't demonstrate capacity increase, it's out.**
- **Scenarios & metrics are to evaluate concepts, not particular technologies or models.**
  - ◆ **Data, look like a lot, but the list of archived items is “short”. But a lot of information is never recorded = unavailable.**
    - **Self-evaluation will help data definition to evolve – larger set of folk coming up with ideas enhances variability.**



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- **Capacity limiting bumpers need to be considered (e.g., wake-vortex separation, runways) as bounds to the models - Some exist.**
- **SEA provides the definition of the scenarios (inputs, outputs, considerations) to the VAST sub-element to ensure tool evaluation is good and back to the concept developers to tweak/enrich the concept set.**
- **How does the data create the world of the future?**
- **Common terminology is important – Project office has developed & will distribute a lexicon.**



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- **Levels of parameters**  
Must be broad enough to not put unnecessary limits on the concepts
- **Detail**  
Important to specify terms – VAMS lexicon is available
- **Range/distribution of parameters may be more important than using averages**
- **Some items belong in multiple categories**
- **Specify fixed and variable categories**  
Some disagreement about which categories can be left to the concepts to define, which should be defined by the project
- **Objectives –metrics –parameters**
- **Required performance v. required capabilities**



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- **Fast and real-time scenarios**
  - ◆ **When to use them**
- **Demand split into 2 categories**
  - ◆ **Passengers/cargo (SEA defined)**
  - ◆ **Airlines/resources/choice of mode (Concept defined)**



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- **Focus – Passenger focus (door-to-door) is program or project level? VAMS focuses on gate to gate. VAMS feeds upward into door-to-door level model.**
- **How does international traffic impact hubs? There are significant traffic volumes at some airports; e.g., 15% at LAX. Ignoring it gives skewed answers.**
- **How do we handle the possible mismatch between the concepts v. evolving NAS tools?**
- **War & Pestilence**
  - ◆ **Does it reduce overall traffic? Military carriers may be up, especially US initiated international flights.**
  - ◆ **These are shocks to the “normal” situation. Feel that “shocks” have to be addressed. How big are the shocks; e.g., Sept 11 total shutdown? Feeling is that Sept 11 is out of scope, but still TBD.**



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- **Normal vs. abnormal – concern that out-of-normal may overwhelm scenario mix.**
  - ◆ **Will individual modelers have to account for all common scenarios and factors or will they get to choose Chinese-menu style (risky).**
  - ◆ **How frequent and how long?**
    - **Frequency is important**
    - **We won't be making up data where it doesn't exist**
  - ◆ **Abnormal situations are harder to validate. Data exist for bad weather in the summertime. Data don't exist for many of the shock factors.**
  - ◆ **But leaving it to the end may result in many “unanswered questions”**
- **Weather has data and highest frequency. It's the “normal / abnormal” situation.**



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- **Primary stakeholders drive the prioritization**
- **Scenario – what constitutes it, how do we create it, how do we measure it?**
  - ◆ **Storyboard approach – same process for all scenarios -- has worked in one environment. Same process helps consistency.**
  - ◆ **Working on what will be delivered – requirements and storyboard – for both fast time & real time**
    - **Coming up, hopefully shortly after the TIM**
  - ◆ **Policy (e.g., 100% X-ray) may impact scenarios**
    - **Maybe specifics of policy appear in each of the 5 categories**



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- **Airline proprietary data**
  - ◆ **Wait until it becomes an issue and then attack it**
  - ◆ **“Genericize” it for use in scenarios**
- **Document the faults and limitations of each of the data sets. If don't do it, then the analysis will be compromised.**
- **Passengers are taxpayers (owners)**



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- **Consensus is that Human Factors should not be a separate category.**
  - ◆ **Humans provide both key capabilities and key limitations to the system and must be part of the system**
  - ◆ **Both need to be reflected in the scenarios and models.**
  - ◆ **Remember that humans “change the task” when they become overworked. Don’t tackle a concept that is impossible for humans to use.**



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- **How do we address technology change in the system category?**
  - ◆ The cycles are getting shorter in the marketplace.
  - ◆ There are automation and training.
- **20 year forecast in the Program Office. Are we going to develop scenarios for intermediate points; e.g., 10 & 15 years, too?**
- **Common scenarios are coming from VAST.**
  - ◆ Individual activities will provide building block scenarios for the common scenarios (to be distributed back to the individual activities) & used in a “kludged format”.
  - ◆ What happens after this TIM?



# Breakout Sessions

