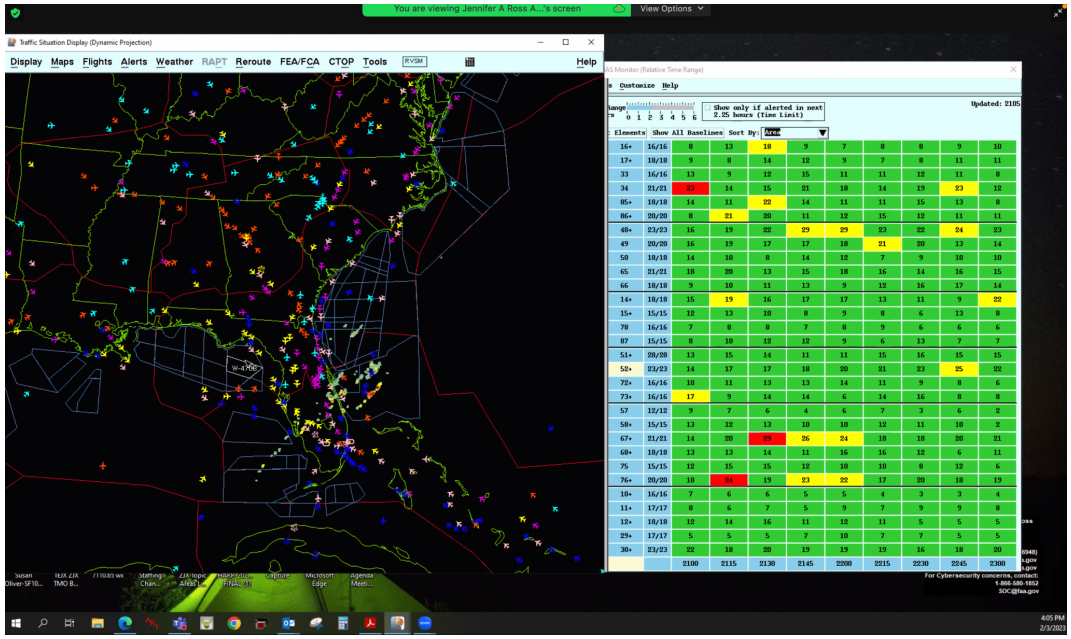
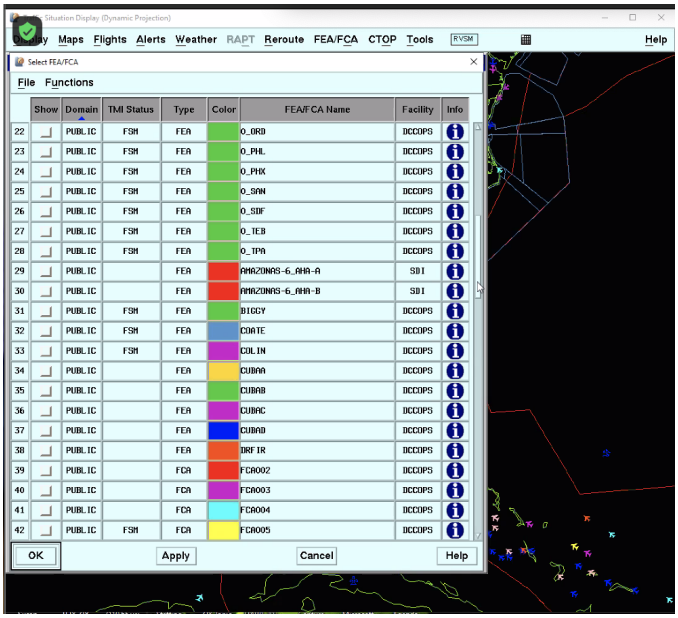
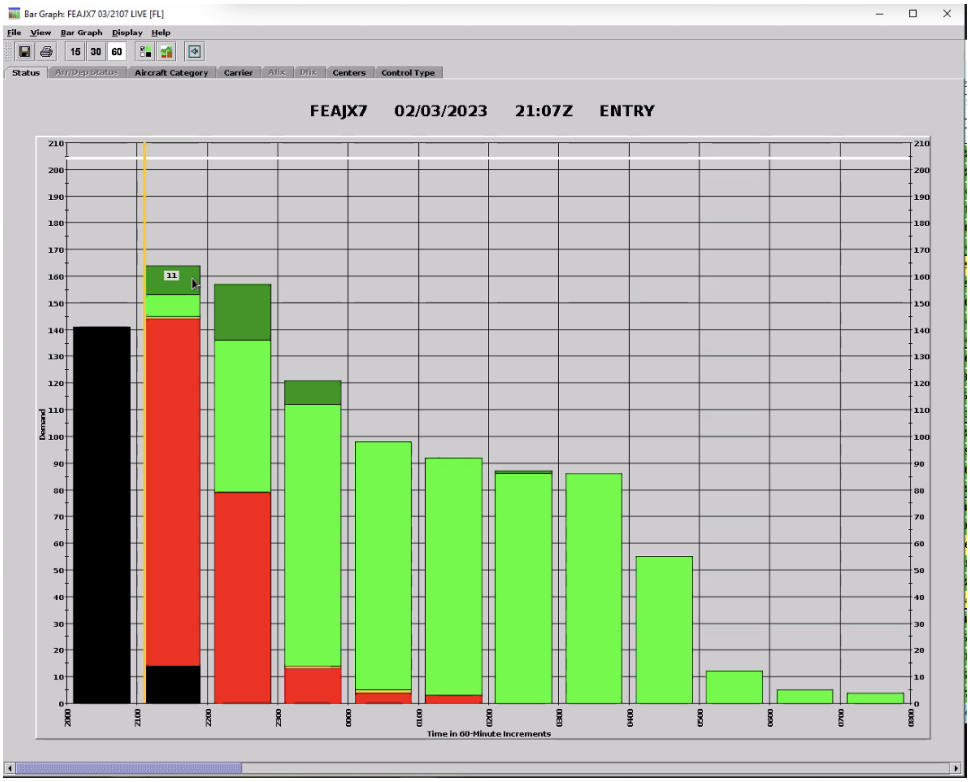
Friday 2/3 - Meeting with Traffic Management Officer (TMO) at Jacksonville Center, Federal Aviation Administration (FAA)

Notes

- Zoom Recording of Meeting
- How do you evaluate the need for an AFP?
    - Facility Perspective
        - 
        - Each color represents a different destination
            - Don't watch all destinations but watch major ones
        - Weather flow
        - FEAs




- Current technology not designed to last 25+ years
    - Overload of information as time moves on
- FEA vs FCA: one for evaluation purposes, an AFP is used for FCAs
- One-way flow
    - Only captures one flight direction
- Command center views the entire line the most
    - Entire line representing all FCAs but together rather than viewing them individually

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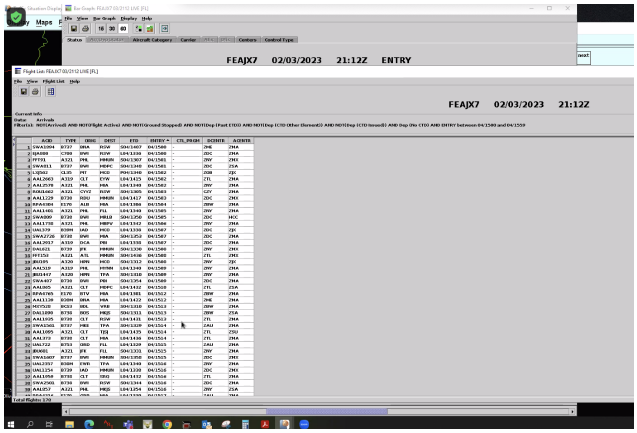
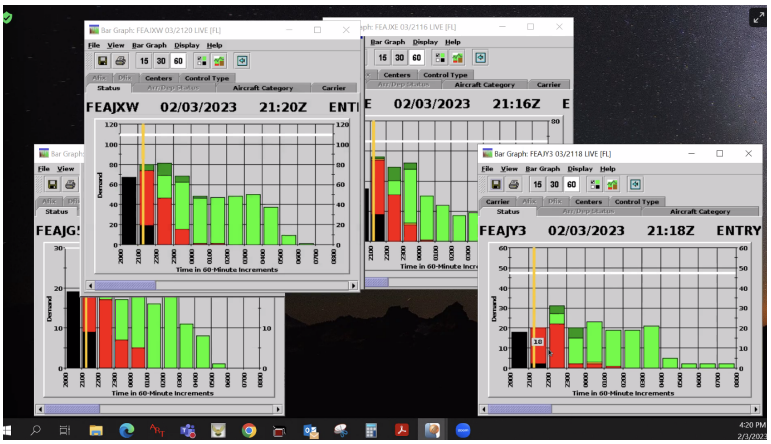
    - Light green: proposals
    - Black: already landed
    - Shows miles-in-trail (I believe dark green)
    - Learn how to capture GA traffic (something they see as valuable)
- Demand Graph
    - 

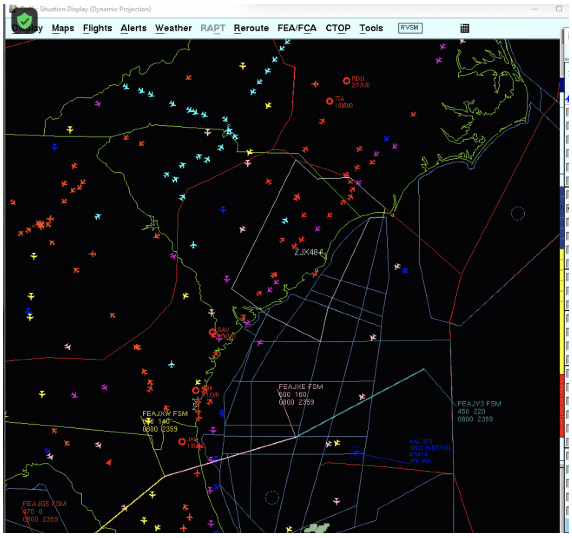
    - Brings in historical data (based on 7-day history) and schedule and proposed data
        - GAs are not filed until 2 hours out
- Viewing what sectors look like
    - Disconnect that needs to be fixed
        - Map numbers: broken down by quarter-hour
            - Represent a capacity for that sector

- Command center are looking at FCAs
    - They do break it down based on FEA lines

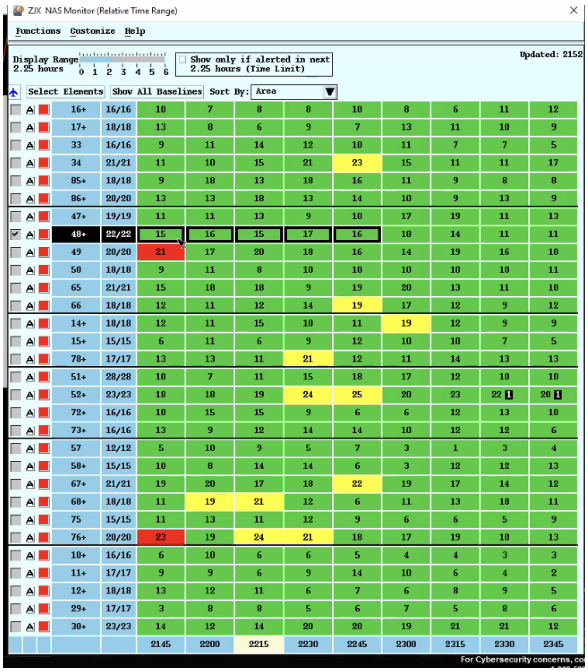


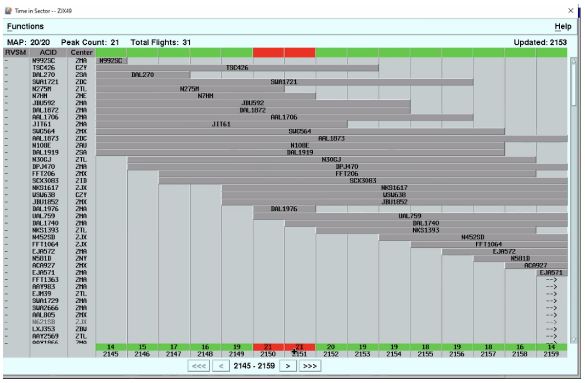

- Controversy with AFPs: do you want me to let you fly where you want to fly, and we'll restrict you based on flight paths, or do you want us to tell you where to fly that has the least restrictions
- CTOP (Collaborative Trajectory Options Program)
- AFPs: DASK or UDP mode
    - DASK: gives you the delay no matter what (even if there is a maximum amount of aircraft in that "bucket")
        - This program will have to eventually be revised
    - UDP: if there is no room, it moves it to the next "bucket"
        - Transitioning from one bucket to another can be an unpleasant result
        - This deters the behavior of how GAs are filing so last minute
    - FSM


        - Viewed in 60-minute intervals for overview
        - Transitions to looking at 15-minute intervals once AFP has been implemented
- Program Rates

        - “Squishy”
        - Not too much data behind these metrics
    - Decision for start/end times, program rates, etc.
        - Collaboration is not one process
            - Talk to affected facilities either all together or individually
    - Conference with all affected facilities
        - Description of constraint and why the rate is needed
        - Facilities can ask questions regarding the decision
            - What are facilities looking to deal with today (staffing numbers, ice/weather issues, etc.)
        - This conversation occurs at least an hour before, but honestly it depends on the day (situational)
            - Best amount of time is 2-3 hours before
    - GDPs are more hub-centric
        - Airlines more often than not respect each other’s territory
    - Map numbers are viewed more than FSM
        - 

            - Viewing sector ZJX48

- 

    - All the red planes either go through sector 48 or they go elsewhere
    - 

        - Showing exact aircraft in the section (broken down into 15-minute buckets)
- Command Center Perspective
    - Views all flights in the NAS (much more data/clutter)
    - Color coding to become a standard
    - Severe Weather is where they look at AFPs
        - Are we over or under the rate?
        - Can we do more than we thought originally?
- Collaboration
    - Collaboration with other countries (out near Mexico or in the Caribbean)
    - Collaboration with equipment outages
    - Purging
        - If you decide that all delays are in the system, an AFP may be purged where all airlines rely on their original EDCTs
        - Purge the AFP because there is no more delay to be taken; everyone knows there time

        - This is done as early as possible
- Command Centers are not as concerned with EDCTs
    - EDCTs more the focus of the customer (airlines), as airlines have a commitment to meet those EDCT times