

Q&A

ATFM Tools to Balance Demand with Capacity

05 Jun 2025, 08:15 - 06 Jun 2025, 08:15

Participants

 36

Interactions*

 42

Questions

 14

14 allowed 0 pending

0 dismissed 0 archived

Votes

 15

3 Highest vote

Answered questions

 14

0 answer ratings

0/5 average rating

* Interactions include the total number of questions, votes, comments and answer ratings

14 Questions Allowed

3
VOTES

Anonymous • 05 Jun 2025 09:32 • ✓ ANSWERED

[FAA] For pre-dep and enroute re-route, are the FPLs amended by the ATFMS? How will other ANSPs (international flights) be made known to the amended FPLs?

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 11:00 • Allowed

The amendment is created in the ATFM system, then transmitted to the ATC system to be implemented. We only reroute international flights if absolutely necessary and only once they are in FAA airspace

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 05 Jun 2025 09:24 • ✓ ANSWERED

How FAA communicate with the airlines on the expectation of planned airborne holding? What if airlines refuses to accept the planned airborne holding ?

3 Comments:

Vern Payne • Allowed on 05 Jun 2025, 10:50 • Allowed

For the follow up, No, the airline does not get to chose the delay, CTOTs are enforced by the ATC Tower at the departure airport.

0 Upvotes | 0 Downvotes

Vern Payne • Allowed on 05 Jun 2025, 10:48 • Allowed

The FAA Command Center (and Canada) create advisories that go out to all nodes in the network (ACCs, TMAs, Towers, Airspace Users) called an Arrival Delay Advisory so all know and can prepare for airborne holding

0 Upvotes | 0 Downvotes

Anonymous • Allowed on 05 Jun 2025, 09:38 • Allowed

Follow-up to this question. Does FAA allow airlines to choose their form of delays? Airlines may choose to take their chances by not accepting ground delays but want the airborne delays entirely, leading to high controller workload. (Edited)

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 05 Jun 2025 09:27 • ✓ ANSWERED

How does the FAA communicate reroute parameters to ATC units? Is it a system to system connection to display FMU reroute line on ATC screen?

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 10:54 • Allowed

The ATFM system has tools that are used by all FMU units (we have FMU units in the ACCs, TMAs, and Towers). The tools help the FMU specialists implement the required routes. The routes are also sent to the CDM flight operators and they are expected to file the require routes for all newly submitted flight plans.

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 05 Jun 2025 09:45 • ✓ ANSWERED

Do the CTOTs get automated uploaded into the CADENA OIS? How does CADENA OIS help with the implementation of cross-border ATFM measures like GDP?

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 11:05 • Allowed

CTOTs are not communicated via the CADENA OIS. CADENA OIS is more a planning and communication tool. There is more to CADENA than just the OIS. The WhatsApp group enables real time communication and there are also event driven webinar meetings on demand.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 05 Jun 2025 09:24 • ✓ ANSWERED

Is FAA's ATFM system - specifically the GDP tool - used by the Command Center able to take into account the MINIT/MIT that have already been put in place? If so, how does that work?

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 10:51 • Allowed

Unfortunately no, that is a future enhancement that we are working on. Right now the GDP tool does not know about any MIT that has been implemented, but the ATFM specialists at the command center know and intervene if needed.

1 Upvote | 0 Downvotes

1
VOTE

Anonymous • 05 Jun 2025 09:28 • ✓ ANSWERED

how does FAA decide which is the most optimal flow measure to implement? are there any metrics that guide the FMP in their decision making?

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 10:58 • Allowed

Basic concept is the constraint with the lowest capacity is addressed first. However, sometime as the day unfolds, you address what you know, when you know it, so on a very reactive day, much like a controller separating aircraft, you solve the problem in front of you, because you don't know what the next problem will be. An example: and GDP is published for an airport due to demand exceeding capacity, then a hole develops in the runway, so a Ground Stop is issued, once the hole is repaired, the GDP may need to be revised. You deal with the events as they happen.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 05 Jun 2025 09:30 • ✓ ANSWERED

[FAA] What would be the lead time required to implement ICR? (Edited)

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 10:59 • Allowed

Depends on the location, typically for us, it is a two hour lead time.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 05 Jun 2025 09:43 • ✓ ANSWERED

While the CADENA is so successful, will it evolve to a 3rd party independent centralized flow control center?

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 11:01 • Allowed

It may, there are talks about what an assignment from an ANSP to a virtual CADENA command center might look like.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 05 Jun 2025 09:48 • ✓ ANSWERED

FAA - does the use of WhatsApp for notification and coordination consider as official communication? Does the CADENA members have MOU/LOA that include the use of WhatsApp (Edited)

1 Comment:

Vern Payne • Allowed on 05 Jun 2025, 11:06 • Allowed

No, it is for Real-Time communication and awareness. Official communication from ATCO to ATCO or FMU to FMU, ACC to ACC are done via recorded voice line.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 05 Jun 2025 13:41 • ✓ ANSWERED ★

Is the TurnaroundTTOT communicated from iDemand to the aircraft operator, or is it only used internally for NM to make decision on ATFM measure implementation?

0
VOTES

Anonymous • 05 Jun 2025 10:19 • ✓ ANSWERED

[FAA] Can you provide more details about the SWIM services offered? (Edited)

2 Comments:

Vern Payne • Allowed on 05 Jun 2025, 11:11 • Allowed

The SWIM service has much more than just ATFM, go to faa.gov/data and you can explore the entire data catalog.

0 Upvotes | 0 Downvotes

Vern Payne • Allowed on 05 Jun 2025, 11:09 • Allowed

The FAA ATFM system has a SWIM channel and can send out information as well as receive information. The international data providing ANSPs connect to the SWIM channel and electronically send flight plans and position reports that they have received. There are FAA SWIM functions that enable an international data provider to send a request for data and receive it (Request/Reply Function) from the ATFM system. To this point, it is a little used function as the reply with the data then has to go into a tool for presentation/processing/visualization.

0 Upvotes | 2 Downvotes

0
VOTES

Anonymous • 05 Jun 2025 13:30 • ✓ ANSWERED ★

[ECTL] how do you quantify or calculate "reactionary/knock on delay" from your data? What are the timestamps/ datasets required to do so?

0
VOTES

Anonymous • 05 Jun 2025 13:34 • ✓ ANSWERED ★

EC. idemand model. Is the matching done by matching aircraft tails in the flight plan?

0
VOTES

Anonymous • 05 Jun 2025 13:37 • ✓ ANSWERED ★

Could you elaborate the machine learning model used and datasets required for the iDemand model
