International Civil Aviation Organization
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE
Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean (20th E/CAR DCA)
Miami, Florida, United States 4 to 7 December 2006

Agenda Item 3:   **Air Navigation Matters**
                  3.6   Other Air Navigation issues

INTERNATIONAL PLANNING TELEPHONE CONFERENCE

(Presented by the United States of America)

SUMMARY

In support of Cricket World Cup activities, this Working Paper presents for the Meeting's consideration a model for conducting Air Traffic Flow Management (ATFM) telephone conferences.

The development of an effective ATFM system depends, in part, on the establishment of regular communications between Flow Management Units. Establishing regluar conference calls assists traffic managers by exchanging pertinent ATFM information and helps ensure a safe and efficient flow of traffic.

This Working Paper presents a model for conducting ATFM telephone conferences that is based on the experience the FAA has gained in this area.

It includes a key definition, provides a list of steps necessary to prepare for the telephone conference, provides a format for the conference, and lists actions to be taken alter each conference call.

REFERENCES

- Report of the Twelfth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/12).
- Report of the ATFM Task Forces/1 and 2.
- Working Paper, ATFM, Agenda Item 7 of E/CAR/DCA/20

1.   Introduction

1.1   In support of Cricket World Cup activities, this Working Paper presents for the Meeting's consideration a model for conducting Air Traffic Flow Management (ATFM) telephone conferences. Establishing regular conference calls between Flow Management Units assists traffic managers by exchanging pertinent ATFM information and helps ensure a safe and efficient flow of traffic. This Working Paper presents a model for conducting ATFM telephone conferences that is based on the experience the FAA has gained in this area. It includes a key definition, provides a list of steps necessary to prepare for the telephone conference, provides a format for the conference, and lists actions to be taken alter each conference call.

2.   Definition

2.1   ATFM operations planning telephone conference - OPS TELCON.

3.   **Discussion: Steps to prepare for the OPS TELCON**

3.1   Step 1: Review current and forecast weather information. The review should include at least:

      a) METAR/TAF for select airports.
          1) www.aviationweather.gov/metars/

      b) Prognosis chart information for the region.
          1) www.aviationweather.gov/products/swh/

      c) Satellite images.
      1) <u>www.aviationweather.gov/sat/intl/</u>

      d) SIGMET information for the region.
          1) www.aviationweather.gov/sigmets/intl/

      e) Volcanic ash information for the region.
          1) www.aviationweather.gov/data/airmets/airmets_ASH.gif

3.2   Step 2: Review the operational factors related to applicable terminal environments.

      a) The purpose of this review is to identify operational issues and constraints in select terminal areas. Items to review include, but are not limited to:
          1) Aerodrome acceptance rate (AAR)
          2) Projected demand at select aerodromes
          3) Taxiway and ramp constraints, such as construction projects
          4) NAVAID and equipment outages

3.3   Step 3: Review the operational factors related to applicable enroute environment.

      a) The purpose of this review is to identify operational issues and constraints that impact ACC operations.   Items to review include, but are not limited to:
          1) Sector capacity
          2) Projected sector demand
          3) NAVAID and equipment outages

3.4   Step 4: Review the major traffic flows and demand for the day.

      a) OPS TELCON participants will need to be prepared to discuss the traffic management initiatives that are expected for the day. Examples include, but are not limited to:
          1) Miles-in-trail to select aerodromes
          2) Outlook for possible airborne holding
          3) Outlook for possible ground stops or ground delay programs

4. **Discussion: OPS TELCON format**

4.1 Part 1: Welcome and introductions.

a) The conference host will welcome the participants to the OPS TELCON and facilitate introductions.

4.2 Part 2: Review of the common weather products being used for the planning period, and of any significant weather and atmospheric conditions. This review will include at least the following items:

a) Thunderstorm activity
b) Turbulence – forecast and known reports
c) Volcanic ash clouds

4.3 Part 3: Discussion of terminal issues and initiatives. The discussion will cover at least the following topics:

a) Aerodrome acceptance rate (AAR) for select aerodromes
b) Aerodrome constraints such as construction projects and equipment outages
c) Anticipated traffic management initiatives to manage the terminal demand

4.4 Part 4: Discussion of enroute issues and initiatives. The discussion will cover at least the following topics:

a) Enroute sector constraints
b) NAVAID, equipment, and frequency outages
c) Anticipated traffic management initiatives to manage the enroute demand

4.5 Part 5: Discussion of additions to the plan and tactical updates.

4.6 Part 6: Stakeholder input, questions, and comments.

4.7 Part 7: Concluding comments by the OPS TELCON host.

5. **Discussion: Follow up actions at the conclusion of the OPS TELCON**

5.1 At the conclusion of the OPS TELCON, supervisors at the FAA's Air Traffic Control System Command Center will compile the information discussed during the telephone conference and prepare and transmit an advisory to international and domestic stakeholders.

a) The advisory will cover a 24-hour period beginning with the hour following the OPS TELCON.

6. **Conclusion**

a) Take note of the information in this paper;

b) Provide information and questions or input to Joe Hof via email at <u>joe.hof@faa.gov</u> Phone: 703 925 3113

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