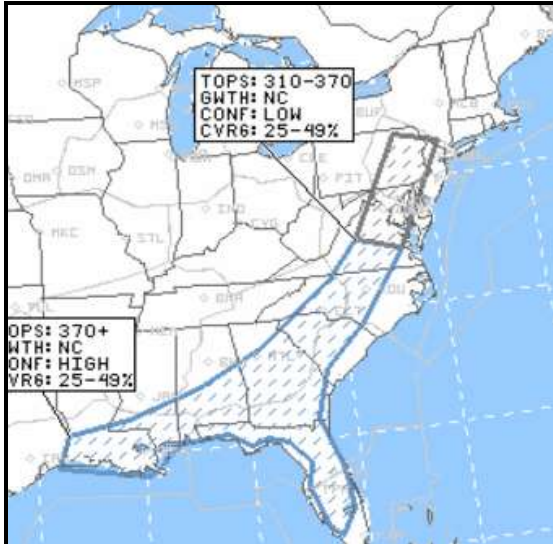


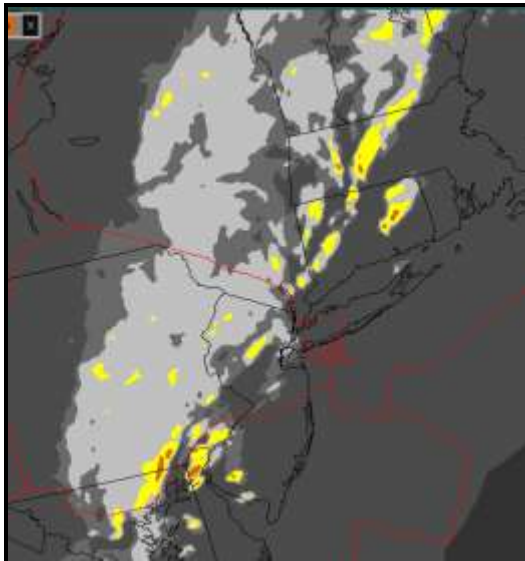
**Flight & Weather Data**  
**Common Situational Awareness**  
**Decision Support Tools for Proactive Flight & Weather data**  
**Common understanding**

**Collaborative Convective  
Forecast Product (CCFP)**



- Probabilistic
- 2, 4, and 6 hour
- 2 hour update rate
- March – Oct. only
- Areas depict regions of forecast weather with coverage and confidence
- Strategic decision aid

**Corridor Integrated  
Weather System (CIWS)**



- Deterministic
- 0-2 hour
- 5 min update rate
- 24/7/365 availability
- High resolution (1 km)
- Areas depict forecast weather
- Tactical decision aid

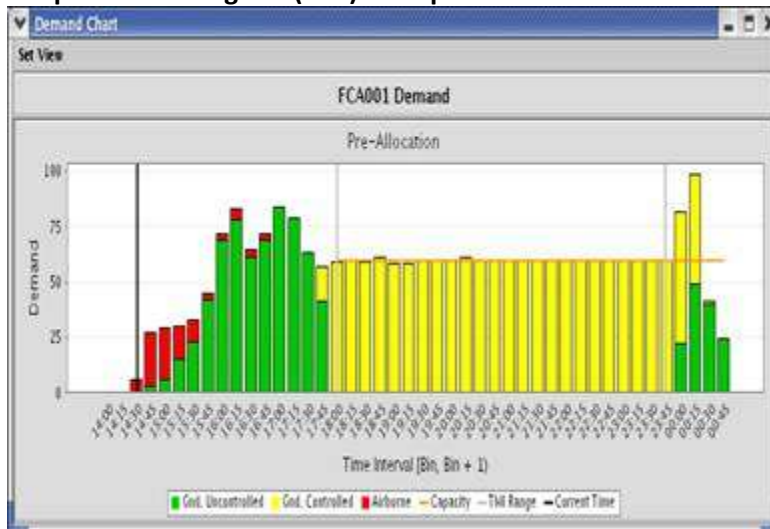
**Monitor flows, predict delays, optimize responses -Enroute & Airport Flow Tools for flow management**

**Flight Schedule Monitor –airport tool**



Allow assignment of departure delays in an automated format based on agreed upon algorithms ensuring fairness and equitability in assignment of delays among stakeholders

**Airspace Flow Program (AFP) – airspace tool**



The **Airspace Flow Program (AFP)** allows for formal Control Times to be issued to flights traversing a predefined area of airspace that is congested or constrained by severe weather or traffic congestion, while more accurately defining which flights need to be controlled.

## Flight Planning changes, OIS & NTML Mgmt. Tools

- Optimized plans
- Shared info & responses to System impacts

## The National Traffic Management Log (NTML)



provides single-point, automated collection, and real-time distribution of National Airspace System (NAS) operational data over the Traffic Flow Management System (TFMS). It modernized the previous FAA process for entering local traffic management facility operational data into multiple systems. We push this info to numerous systems, numerous stakeholders and some of it ends up on a web page which educates the flying public to issues in the Airspace system.

## The Operational Information System (OIS)

NATIONAL PROGRAMS								
CONTROL ELEMENT	START	END	SCOPE	REASON	AVG	AAR	PR	ADVZY
EWE	1800	0259	NO'WEST+CZY_AF	WEATHER/LOW CIGS	36	44	44	054
LGA	1400	0459	ALL+CZY_AF	WEATHER/LOW CIGS	33	38	38	037
FIL	1739	0129	NO'WEST+CZY_AF	WEATHER/LOW CIGS	28	48	48	026

GROUND STOPS				
ARPT UPDATE	POE	SCOPE	REASON	ADVZY

DELAY INFO			AIRPORT CLOSURES				
ARPT AD	DD	TIME	REASON	ARPT	TIME	REASON	REOPEN
LAE	+15	2009	WORK SITE				

DEICING			Runway/Equipment Info	
ARPT	AARADR	TIME	Facility	Description

MISCELLANEOUS
OP GRAPHICS AVAILABLE VIA CENTRA DURING TELCONS 1215Z-2215Z. CUSTOMERS HTTP://192.90.22.152 FAA-HITP://10.112.23.151 FOR HELP CONTACT ATOSOC TECH SUPPORT @ (703)904-4434

provides real-time airport delay information as it is received from FAA facilities. The OIS system is a Web-based application that displays Ground Delay, Ground Stop, Deicing, and general airport delay information.

## Web based products for general knowledge



- **Web application available to communicate with delays with FAA, Airlines, Military, and General public.**
- **Delay information automatically displayed and allows manual input**
- **XML version of data for news providers (Weather Channel, CNN, etc.)**

Feed by info from OIS and NTML

## Event Analysis Tools for Real-time & historical performance

### The Integrated Reporting Information System (IRIS)



Designed specifically to support post operations analysis and reporting of National Airspace System (NAS) performance by providing both high level information and statistics and the ability to drill-down to view flight details, flight tracks, flight plan history, and Traffic Flow Management System (TFMS) message history. IRIS supports the Collaborative Decision Making (CDM) community in its reporting and analytical efforts to eliminate unnecessary delay by identifying ways to improve program performance.

## The Flight Schedule Analyzer (FSA)



### LGA Performance

Flight List Generated at 1916z on 09/07/2006

Original Start Time: 16:00z

Hour	1600	1700	1800	1900	2000	2100	2200	2300	0000	0100
<b>FSM Program Rate</b>	38	38	38	38	43	43	43	43	43	43
Number of Assigned Slots	34	32	30	27	42	42	42	42	42	42
Flights Controlled by Another Initiative	0	0	0	0	0	0	0	0	0	0
Cancellations	-1	-0	-0	-1	-0	-0	-0	-0	-0	-1
Extra Demand	0	0	2	2	2	2	1	1	2	1
Flights Arriving Prior to Their Control Hour	-2	-0	-2	-1	-3	-5	-1	-0	-0	-0
Flights Arriving After Their Control Hour	-2	-1	-0	-0	-1	-1	-0	-2	-1	-0
<b>Total Current Demand</b>	<b>35</b>	<b>33</b>	<b>36</b>	<b>36</b>	<b>46</b>	<b>39</b>	<b>42</b>	<b>42</b>	<b>45</b>	<b>42</b>
Number of Unassigned Slots	0	0	0	0	0	0	0	0	0	0
<b>Total Potential Demand</b>	<b>35</b>	<b>33</b>	<b>36</b>	<b>36</b>	<b>46</b>	<b>39</b>	<b>42</b>	<b>42</b>	<b>45</b>	<b>42</b>

Consists of Post-Analysis FSA (PA-FSA) and Real-Time FSA (RT-FSA). PA-FSA is an analysis tool used by the Traffic Flow Management (TFM) community to assess the performance of ground delay programs (GDPs) on a next-day basis.