



Federal Aviation Administration  
Air Traffic Organization  
*“System Operations”*  
Air Traffic Flow Management:  
The United States Model



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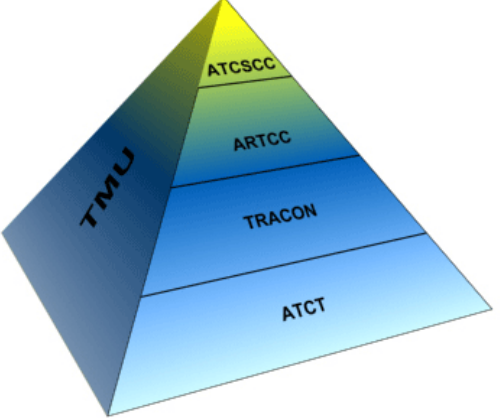


# Economic Impact of Civil Aviation in the USA

- Contributes \$1.3 trillion annually to the national economy
- Constitutes 5.6 percent of the gross domestic product
- Generates more than 11.5 million jobs, with earnings of \$396 billion

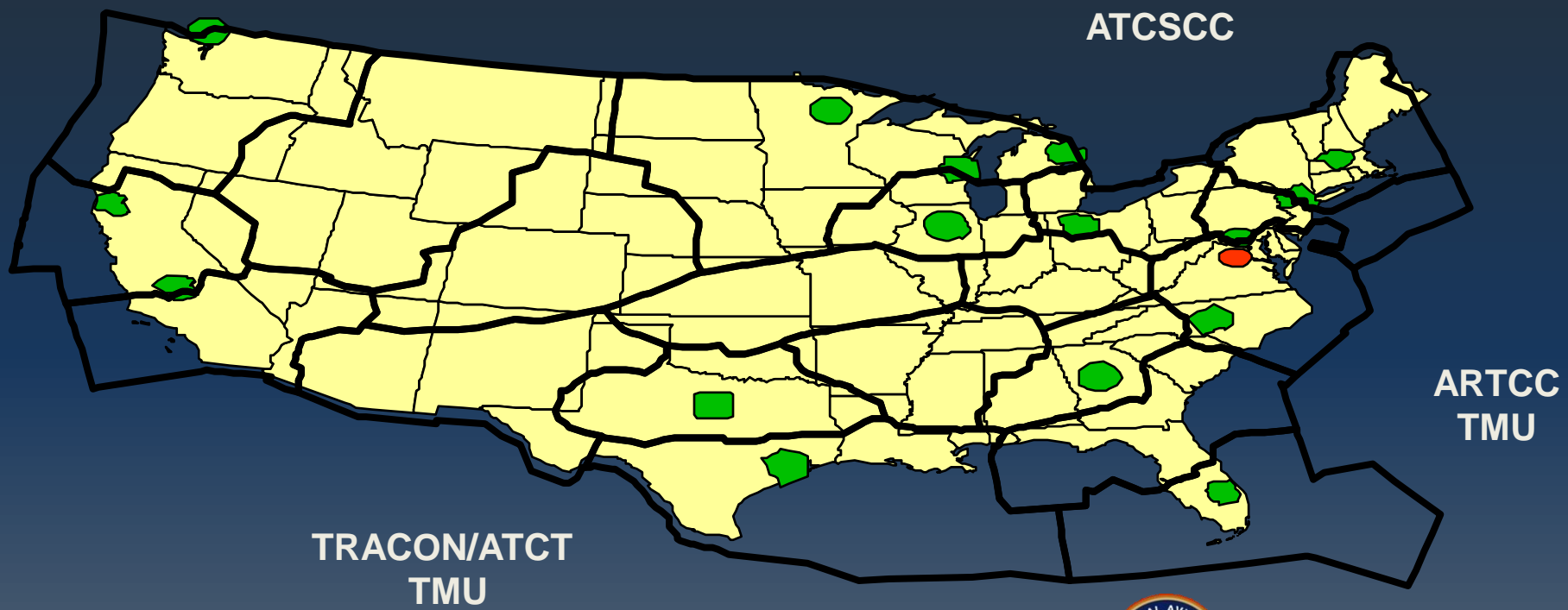


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# TFM Management Structure

Traffic Management Units (TMUs) - TRACON  
ATCTS & ARTCC



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# Air Traffic Control System Command Center







# Air Traffic Control System Command Center

Monitor and manage the flow of air traffic throughout the nation and adjacent countries producing a safe and orderly flow while minimizing delays



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# ATCSCC Primary Areas

## • Terminal Area ( Airports )

- Communicate with field facilities and customers
- Implement National TMIs
- Evaluate implemented TMIs

## • Severe Weather Area ( Enroute )

- Reroute aircraft around severe weather and other enroute constraints



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# Collaborative Planning

- Develop, communicate and coordinate the operational plan
- Planning Telcon every two hours (7:15am)
  - Routes in place
  - Enroute & Terminal constraints
  - Customer concerns



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# Tactical Customer Advocate (TCA)

- Customer liaison
- Airport Reservations (LGA & DCA)
- Special Traffic Management Programs

Large volume events - Air Shows & Sporting Events



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# International Operations and Collaboration

## Currently

- Brazil
- Canada
- Colombia
- COCESNA
- Dominican Republic
- EUROCONTROL
- Japan
- Mexico
- Panama
- United Kingdom

## In Progress

- Australia
- Russia

## Future

- Argentina
- Chile
- Peru



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# NATIONAL WEATHER SERVICE

- **Provide current and forecasted information**
- **Use information to develop and implement TMI**



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# Security

- Monitors security telephone hotline
- Informs ATCSCC and hotline participants of significant issues



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# National Operations Control Center (NOCC)

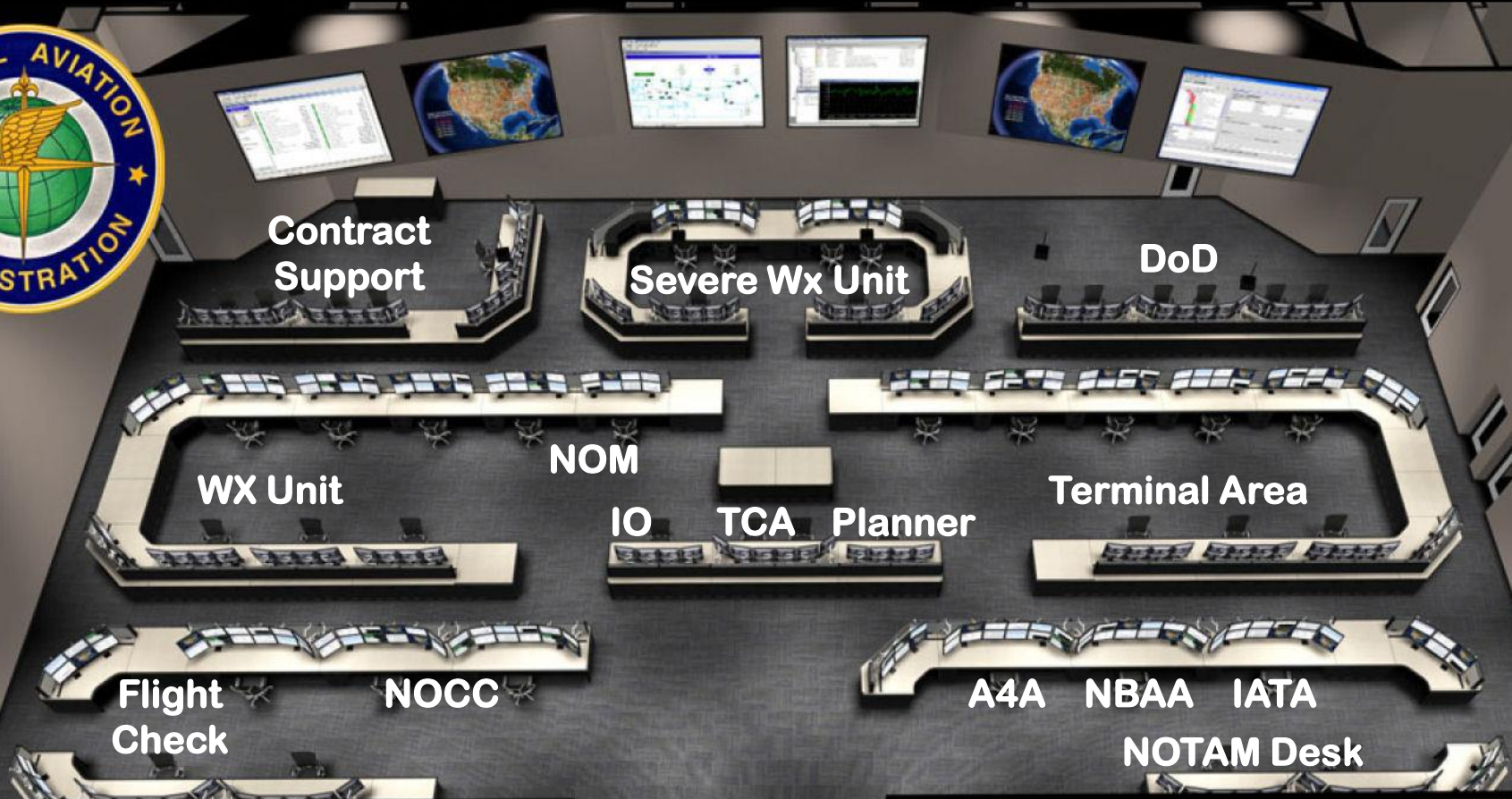
- Monitors operational status of NAS facilities and services nationwide
- Receives, processes and disseminates data concerning facility/service outages or interruption
- Responsible for system components (radar, communications, nav aids)



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# ATCSCC Operating Positions



Contract Support

Severe Wx Unit

DoD

WX Unit

NOM

Terminal Area

IO TCA Planner

Flight Check

NOCC

A4A NBAA IATA

NOTAM Desk

Image from Constant Technologies

# Air Traffic Organization System Operations

## ATFM Tools



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# Collaborative Decision Making (CDM)

Working together to find a solution

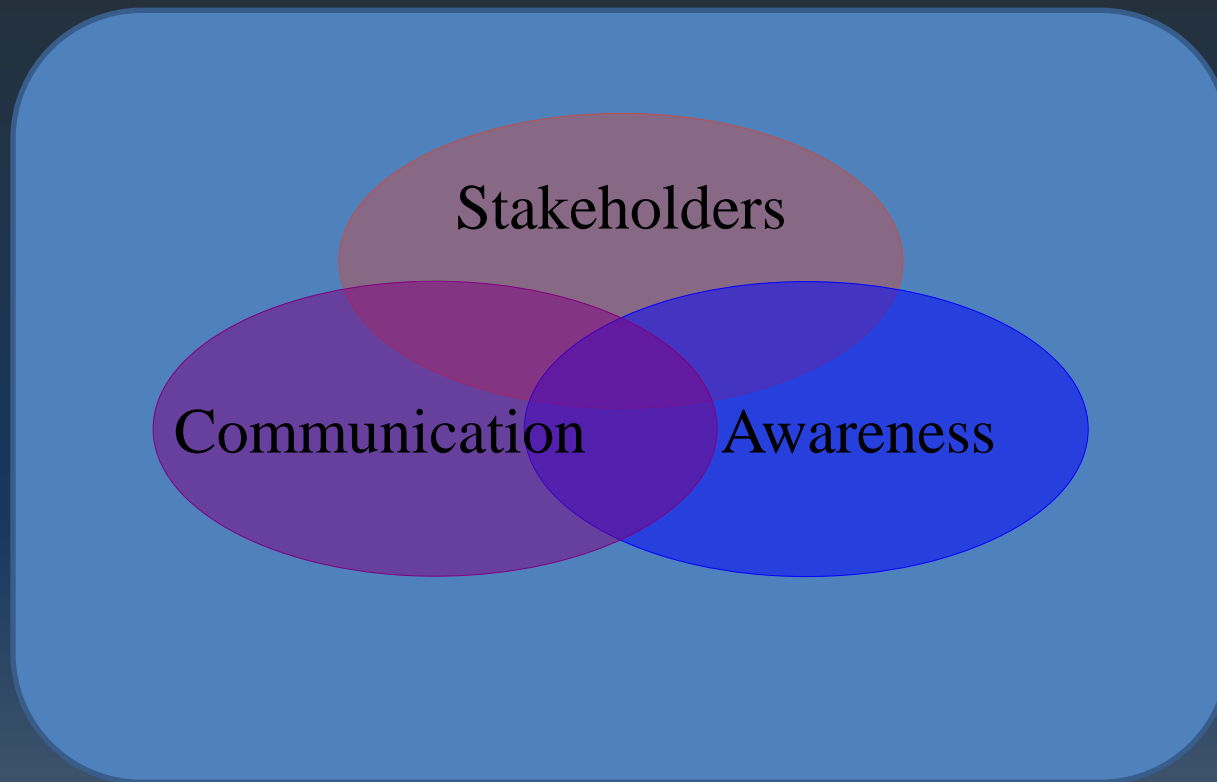
- Embracing partnership, combining the talents and experiences of all participants, and facilitating the harmonization and globalization of our airspace system
- Sharing of data to create a common view of the ATFM system from which to base decisions, and including ATFM stakeholders in the decision-making process



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# Collaborative Decision Making

## The Philosophy & Process At Work



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# CDM Collaborative Tools

-Integrates Data to Enhance Decisions-

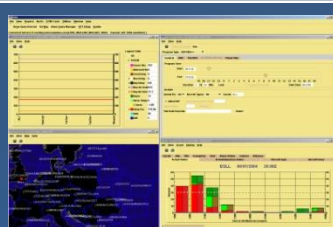
Common Situational Awareness between Stakeholders and ATC allows for integration of data from all sources to make a more informed, “**Better**” decision

- Integration of ATC and Airline Data to provide a “Big Picture”
- Improved Situational Awareness, Enroute & Airport Flow Tools, Real time information & Uniform Reaction to system impacts, Analysis –lessons learned



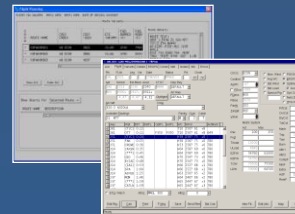
Flight Following,  
Weather, & Decision  
Support Tools

Proactive Flight &  
Weather data  
Common  
understanding



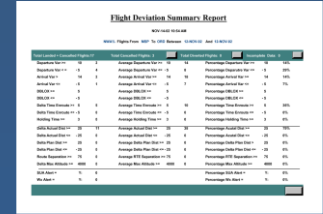
Enroute & Airport  
Flow Tools for flow  
management

Monitor flows,  
predict delays,  
optimize response to  
impacts



Flight Planning  
changes,  
OIS & NTML Mgmt.  
Tools

Optimized plans  
Shared info &  
responses to  
System impacts



Event Analysis Tools for  
Real-time & historical  
performance

Data & Analysis



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# Operational Information System (OIS)

The **Operational Information System (OIS) Web Site** 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.

NATIONAL PROGRAMS <span style="float:right">Help</span>								
CONTROL ELEMENT	START	END	SCOPE	REASON	AVG	AAR	PR	ADVZY
EWR	1800	0259	NOWEST+CZY_AP	WEATHER/LO CIGS	36	44	44	<a href="#">054</a>
LGA	1400	0459	ALL+CZY_AP	WEATHER/LOW CIGS	33	38	38	<a href="#">037</a>
PHL	1739	0159	NOWEST+CZY_AP	WEATHER/LOW CIGS	28	48	48	<a href="#">050</a>

GROUND STOPS <span style="float:right">Help</span>					
ARPT	UPDATE	POE	SCOPE	REASON	ADVZY

DELAY INFO <span style="float:right">Help</span>				AIRPORT CLOSURES <span style="float:right">Help</span>				
ARPT	AD	DD	TIME	REASON	ARPT	TIME	REASON	REOPEN
IAH	+15		2009	WX EN RTE				

DEICING <span style="float:right">Help</span>			Runway/Equipment Info <span style="float:right">Help</span>	
ARPT	AAR/ADR	TIME	This is not a complete list of Runway/Equipment Status. Please consult the current NOTAMs for complete information.	
			Facility	Description

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

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<http://www.fly.faa.gov/ois/>





# Traffic Management Initiatives (TMI)

- TMIs are used to balance demand with capacity
- Always seek the least restrictive TMI
- Any TMI creates an impact on our customers



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GDP

MIT

MINIT

G/Stop

AFP



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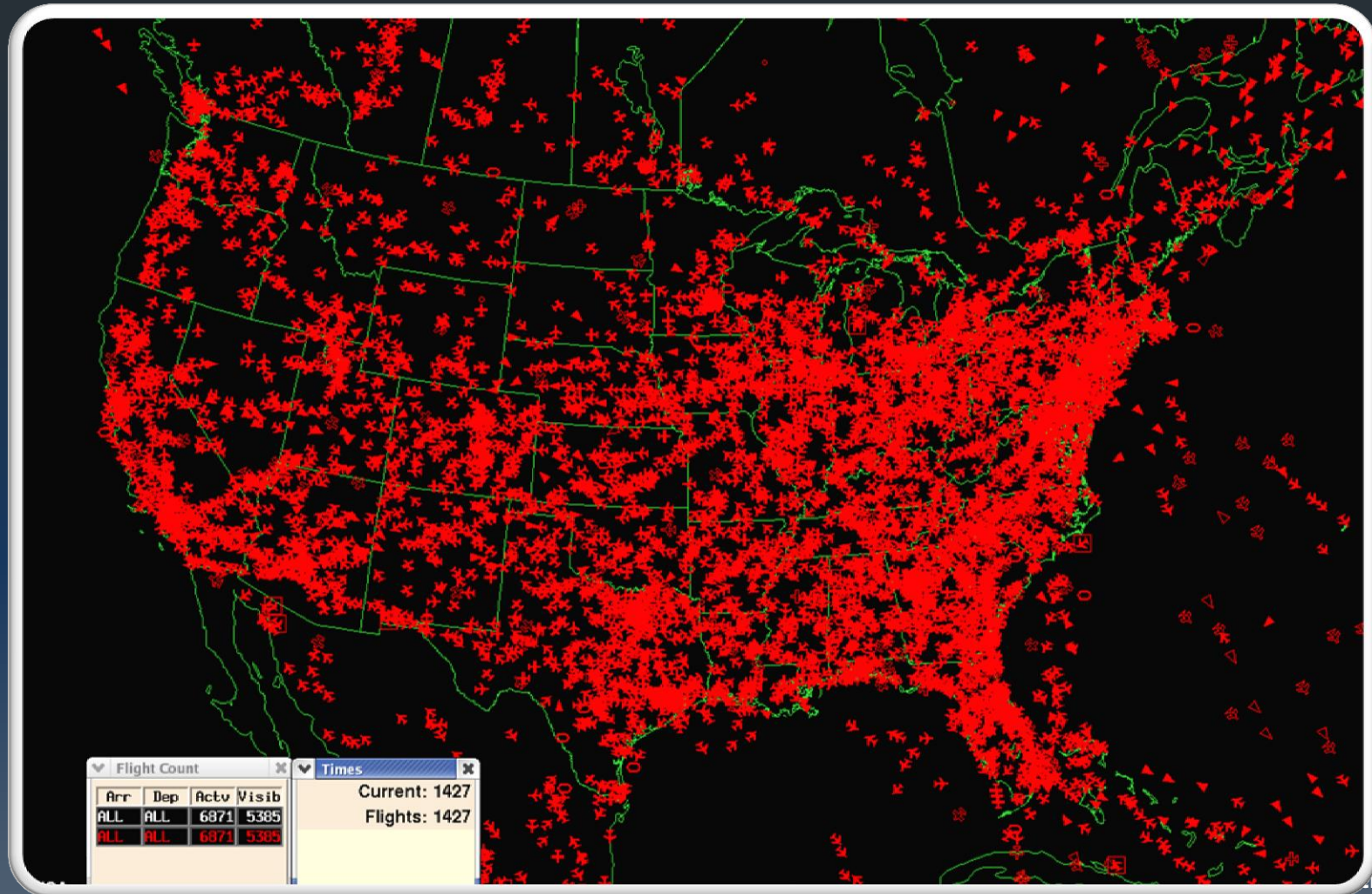
# Traffic Situation Display (TSD)

- Monitor Alert
- NAS Monitor
- Select Flights
- Route Manager (Fix encode/decode)
- Email



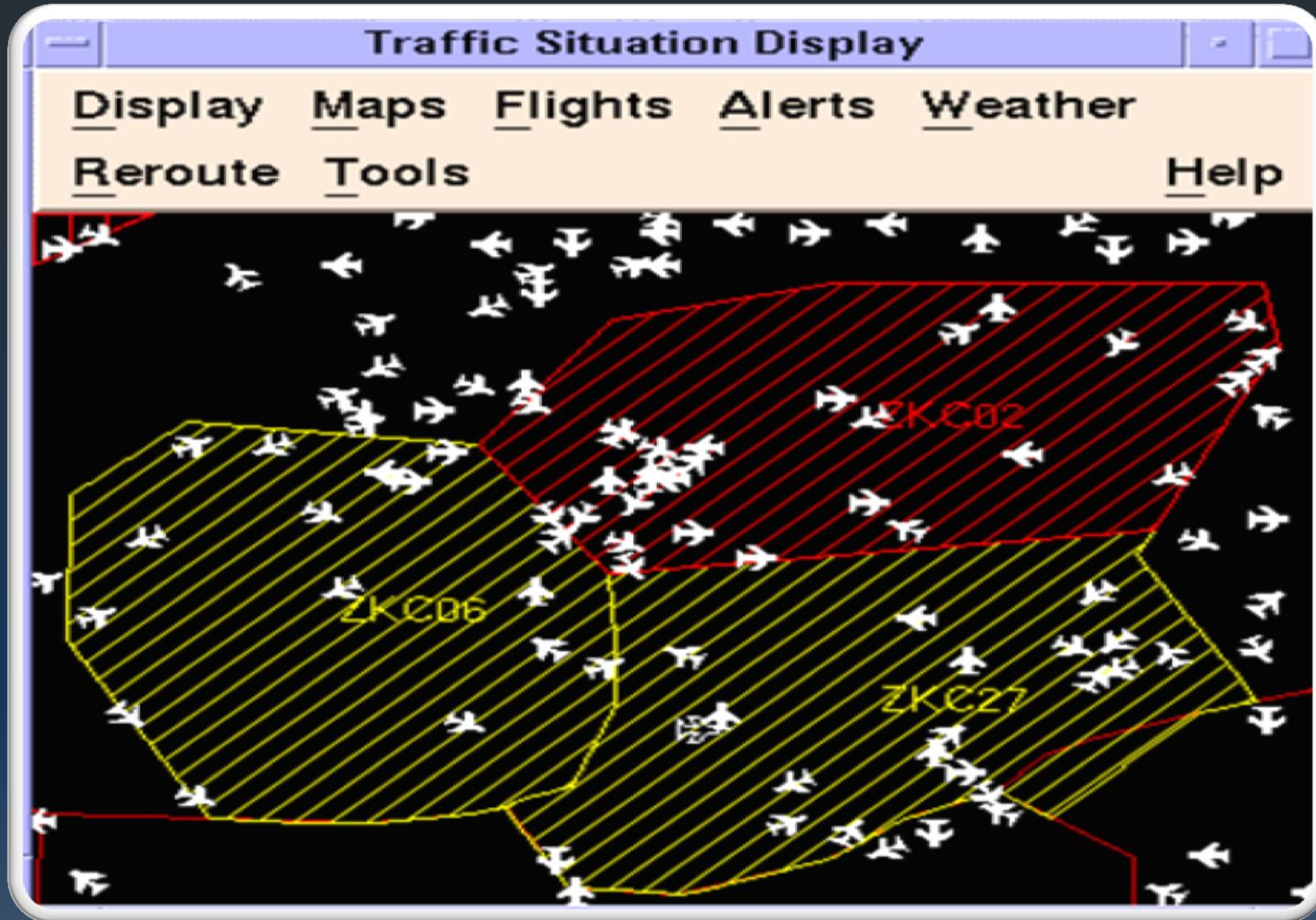
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# Traffic Situation Display (TSD)



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ion

# Monitor Alert



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# Terminal

- Flight Schedule Monitor (FSM)
- GDP/UDP/GAAP/GS
- Integrated Program Modeling (IPM)
- Real Time FSA (Web Tool)
- Traffic Management Advisor
- Surface Management - Aeroban and Harmony

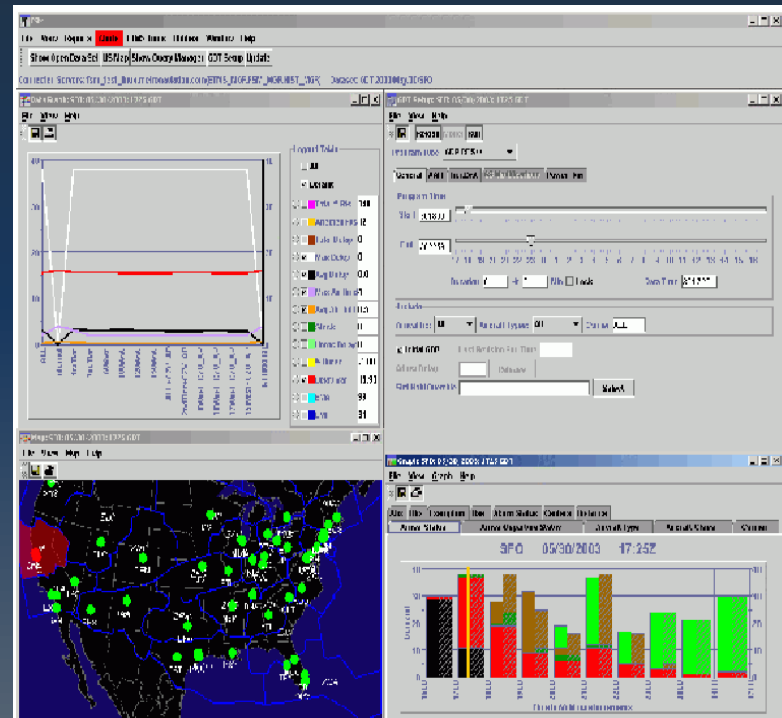
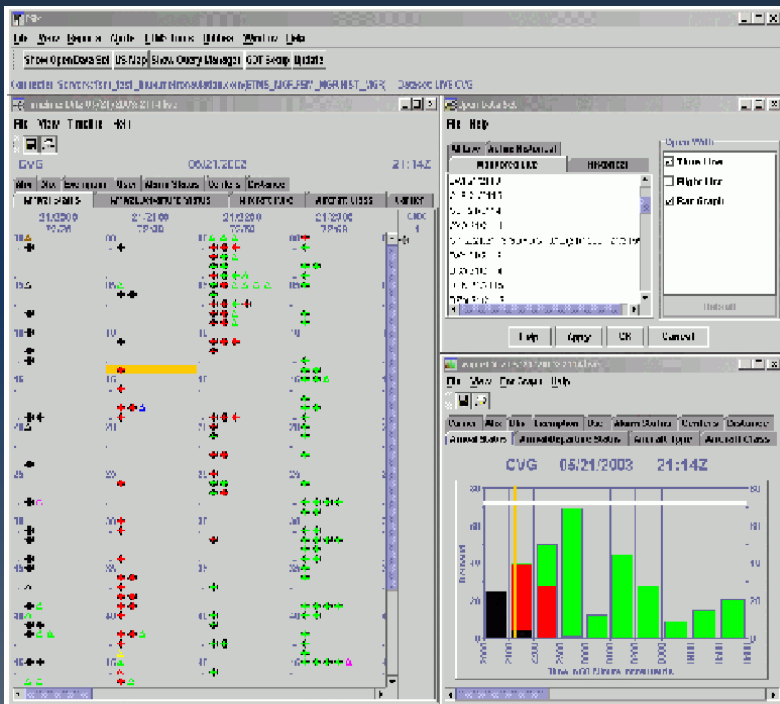


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# Flight Schedule Monitor (FSM)

The **Flight Schedule Monitor (FSM)** is used by FAA traffic managers and Collaborative Decision Making (CDM) participants to monitor airport capacity/demand balance, model Traffic Flow Management (TFM) initiatives, and evaluate alternative approaches. FSM is also used to implement Airspace Flow Program (AFP), Ground Delay Program (GDP), Ground Stop (GS), and General Aviation Airport Program (GAAP) strategies.



# Flight Schedule Monitor Ground Delay Program

**FSM**  
File View Reports Alerts TFMS Tools Utilities Window Help

Open Data Set Map Search By Callsign GDT Mode IPM Mode Update ECR

ORD **ORD/G**

Connected Servers: fsm\_test\_linux.metronaviation.com(ADL\_MGR,FSM\_MGR,HIST\_MGR,FD\_MGR) Data Set: ORD 2010.Dec.09 GDT SUBS: ALL ON

GDT Setup: ORD 2010/Dec/09 1535 GDT

File View Help

GDT Map Reload Model Run Proposed Run Actual SUB OFF Reset Parameters

Program Type GDP - UDP SUBS: ALL ON

Parameters Scope Modeling Options

Program Time Options

Start 091700

End 100259

Purge Flights  Before Revision Start  After Revision End  Compress to Last CTA Data Time 091535

Program Rate (Applicable Only to Included Flights)

Load Times Load ADL AAR Historical Pop-Ups...

Fill Program Rate With 100 From Hour Through Hour Fill

Hour	14	15	16	17	18	19	20	21	22	23	00	01	02	03	04	05	06	07	08	09		
PR	100	100	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	
Pop-Up																						
Reserve	0	0	0	0	0.5	4.5	4.5	7	7	16	7	7	7	7	7	7	7	7	7	7	7	

AAR  Set AAR to Program Rate  Retain Current ADL AAR Edit 15 ...

General Options

Delay Limit (Minutes) 180 Default

Target Delay (Multiplier) DAS Delay x 1.0 Default

Earliest R-Slot (Minutes) Program Start + 120 = 091900 Default

Adjust Delay (Minutes) 20 Default Release

Purge Notification (Minutes) Taxied 20 GS 20 GDP/AFP 45 Default

AFP Override  Enabled

Slot Hold Override Select ... Clear

Exempt AFPs Select ... Clear

Include Only Options

Arrival Fix ALL Aircraft Type ALL Carrier (Major) ALL Default

Data Graph: ORD 2010/Dec/09 1535 GDT

File View Help

Power Run By - GDP By Center Group

All  Default

- Total # Fits 791
- Affected Fits 649
- Total Delay 32,222
- Max Delay 124
- Avg Delay 49.6
- Max Air Hold 3
- Avg Air Hold 0.2
- Stack 93
- Unrec Delay 2,455
- % Unrec 7.62
- Delay Var 20.58
- EMA 4
- EMF 2
- Avg Dly Diff 0.0

Bar Graph: ORD 2010/Dec/09 1535 GDT

File View Bar Graph Display Help

15 30 60 ORD

Status Arr/Dep Status Aircraft Category Carrier Afix Dir Centers Control Type

GDT ORD Model 12/09/2010 15:35Z ETA

# Flight Schedule Analyzer (FSA)

The **Flight Schedule Analyzer (FSA)** 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. The preprocessor runs nightly and completes a variety of tasks including populating the database and creating a number of reports; e.g., compliance, morning briefing materials, and others.

**Real-Time FSA**

[What's New](#) | 
 [Operations](#) | 
 [Automation](#) | 
 [Information](#) | 
 [Procedures](#) | 
 [Training](#) | 
 [QA](#)

**LGA Performance** Flight List Generated at 1916z on 09/07/2006

Original Start Time: 16:00z

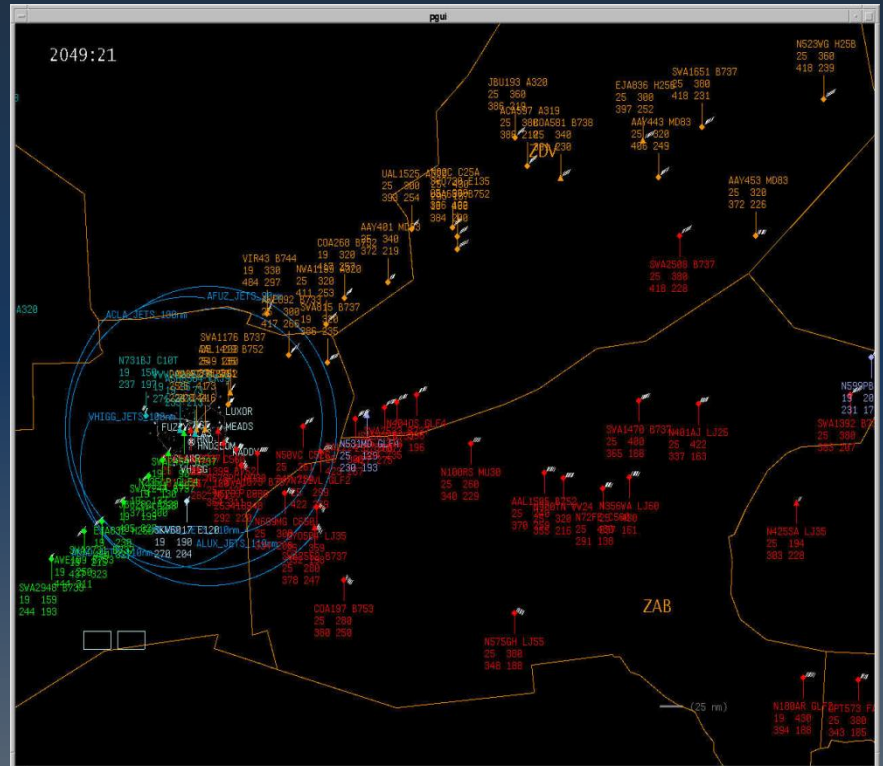
Hour	1600	1700	1800	1900	2000	2100	2200	2300	0000	0100
<b>FSM Program Rate</b>	38	38	38	38	43	43	43	43	43	43
Number of Assigned Slots	34	33	38	37	43	43	43	43	43	43
Flights Controlled by Another Initiative	0	0	0	0	0	0	0	0	0	0
Cancellations	-1	-0	-0	-1	-0	-0	-0	-0	-0	-1
Extra Demand	6	5	2	3	7	2	1	1	3	1
Flights Arriving Prior to Their Control Hour	-2	-4	-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>	35	33	38	38	46	39	43	42	45	43
Number of Unassigned Slots	0	0	0	0	0	0	0	0	0	0
<b>Total Potential Demand</b>	35	33	38	38	46	39	43	42	45	43



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# Traffic Management Advisor (TMA)

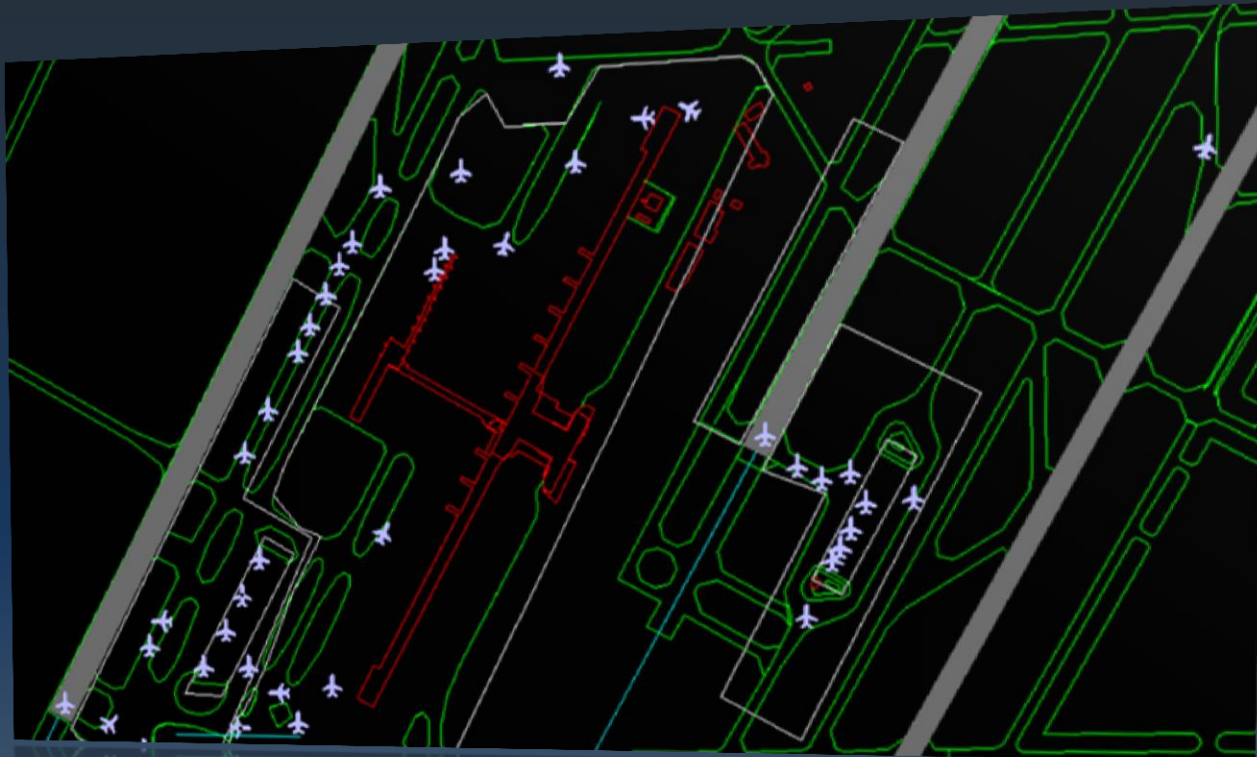
- TMA is a system wide tool designed to optimize the flow of aircraft into capacity-constrained areas
- TMA is the primary means within the NAS to conduct Time-Based Metering operations





# Surface Management

Surface Management reduces taxi time, emissions, and fuel consumption.



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# Enroute

- Flow Evaluation Area/Flow Constraint Area (FEA/FCA)
- Integrated Collaborative Reroute (ICR)
- Area Flow Programs (AFP)
- Flight Schedule Monitor (FSM) Eligible FEA's
- Create ReRoute
- Protected Segment
- ReRoute Impact Assessment (RRIA)
- NAS Monitor
- Mile-In-Trail modeling



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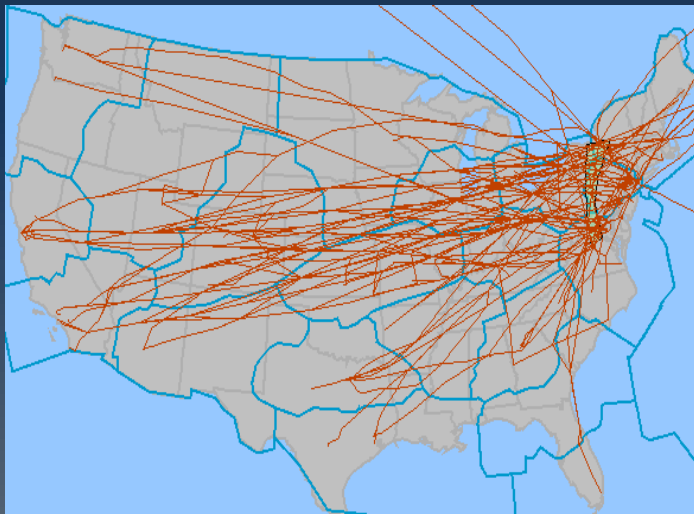
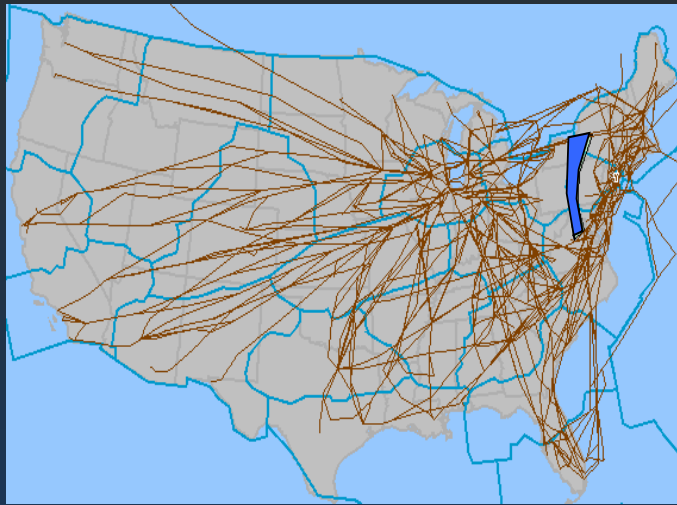
# Enroute

- Modeling impact
- Sharing before publishing
- Analysis
- ReRoute Monitor
- Route Management Tool (1.5 and Web)
- Preferred Routes
- Coded Departure Routes (CDR's)
- Playbook



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# Airspace Flow Program (AFP)



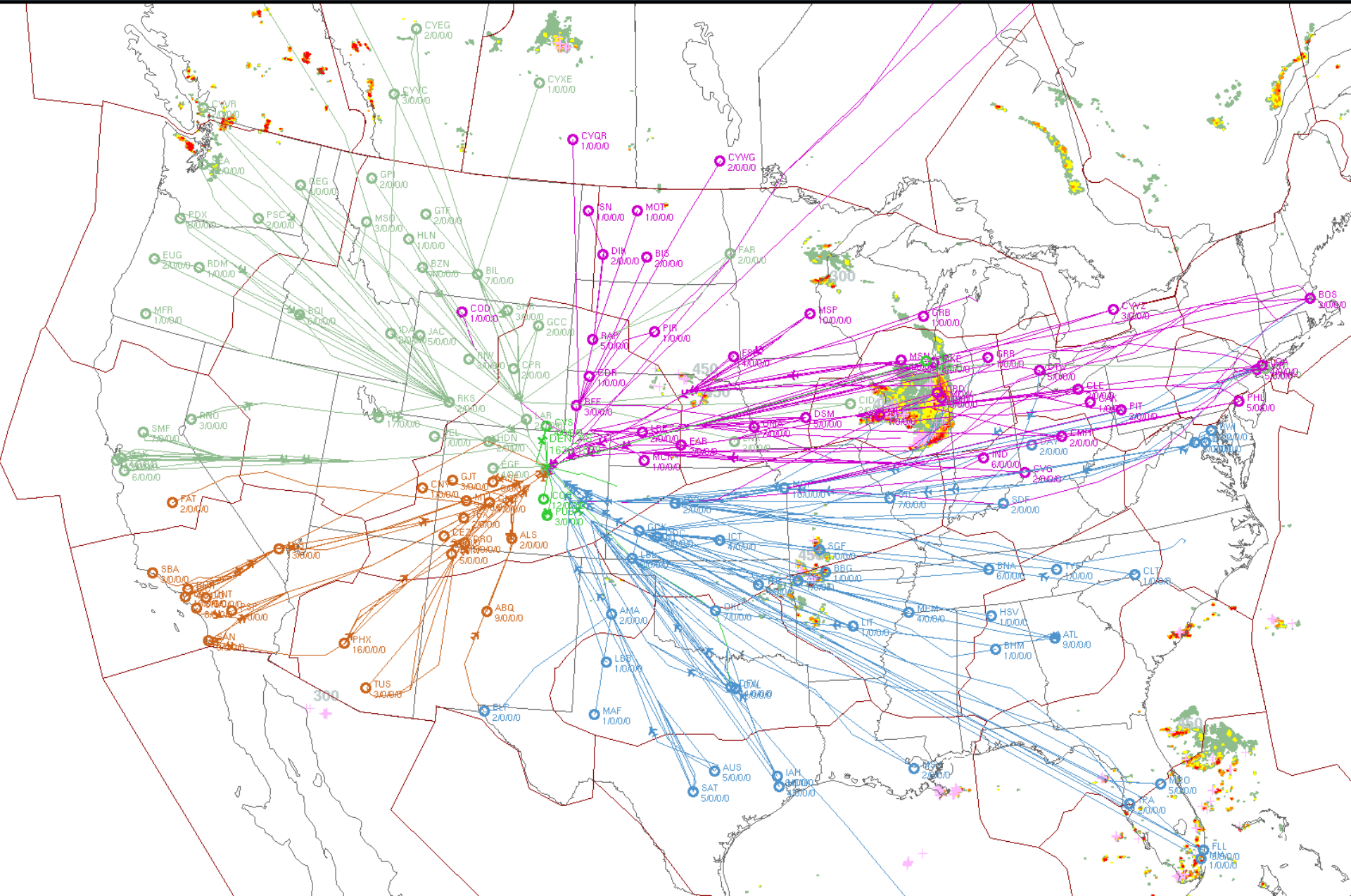
- Distributes delays equitably among flights through the constrained resource
- Avoids imposing unnecessary delays on flights that do not use the constrained airspace
- Provides customers with more predictability, flexibility, and options (e.g., rerouting out of the AFP)
- Programs can be revised as demand and weather change to make full use of all available capacity



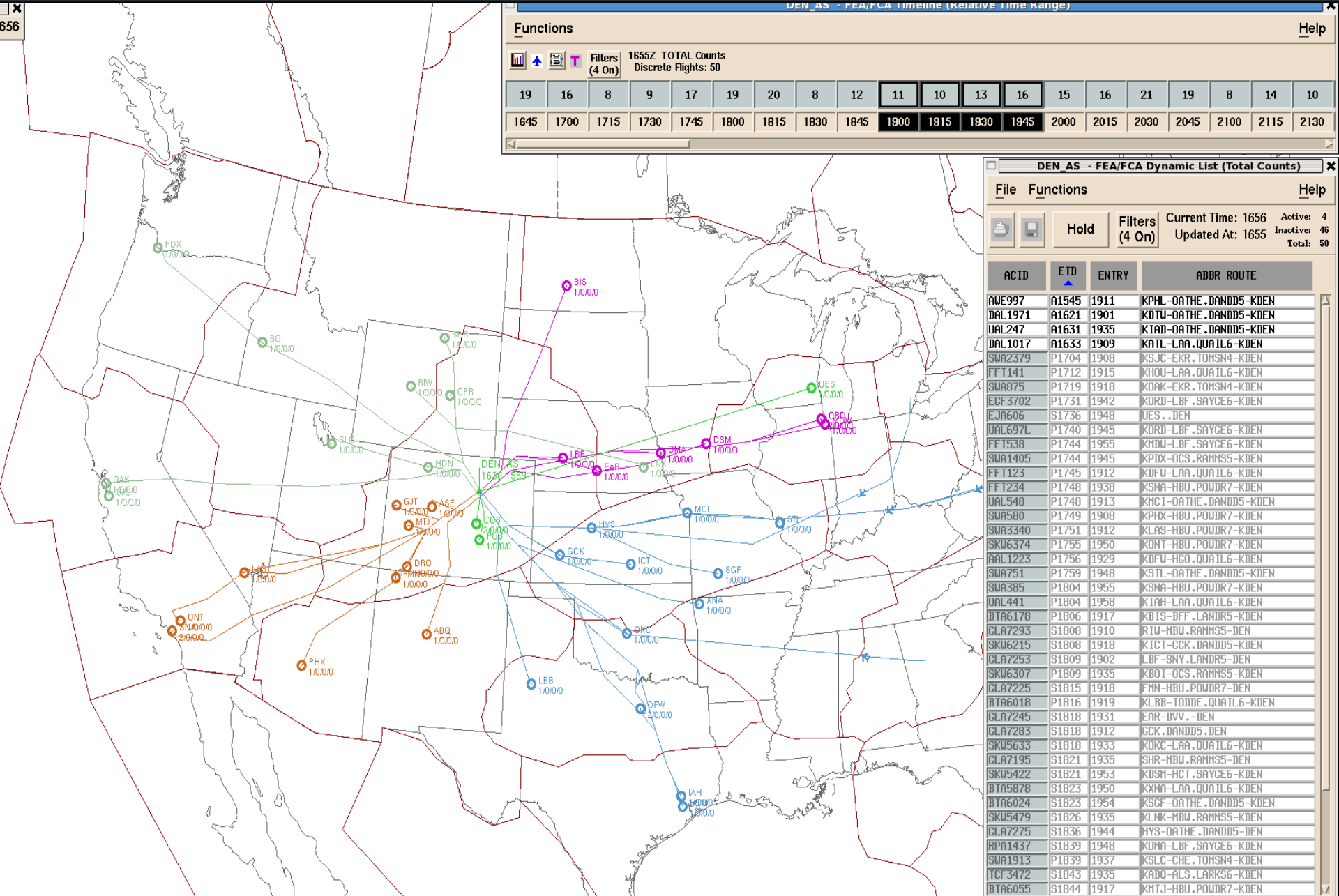
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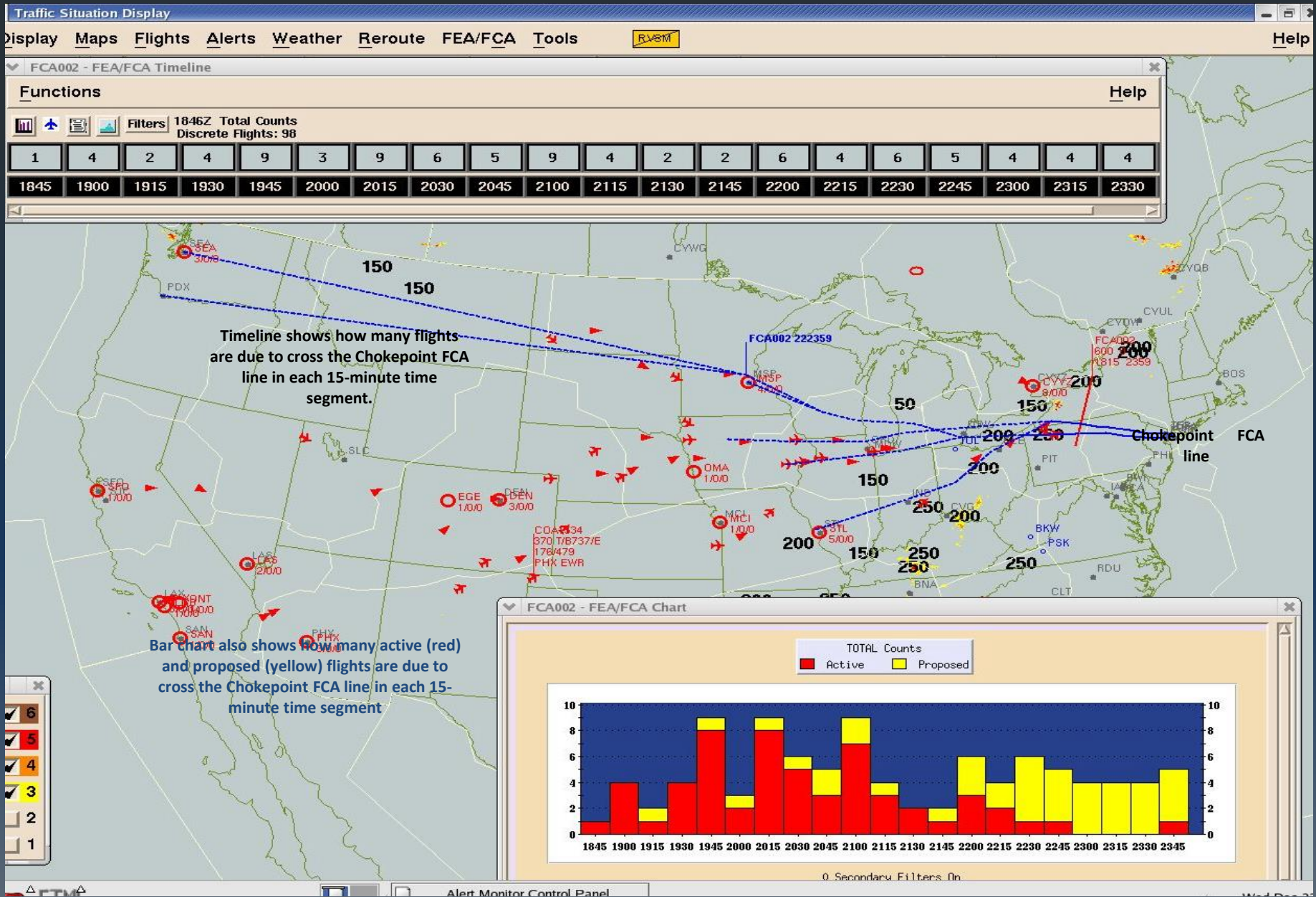
# FEA/FCA Applications



# 1900 Arrivals



# FEA/FCA



NJ\_SHAR04\_191933 - FEA/FCA Timeline

Functions Help

1937Z Total Counts  
Discrete Flights: 117

77	63	45	54	54	48	52	47
----	----	----	----	----	----	----	----

1930	1945	2000	2015	2030	2045	2100	2115
------	------	------	------	------	------	------	------

NJ\_SHAR03\_191933 - FEA/FCA Timeline

Functions Help

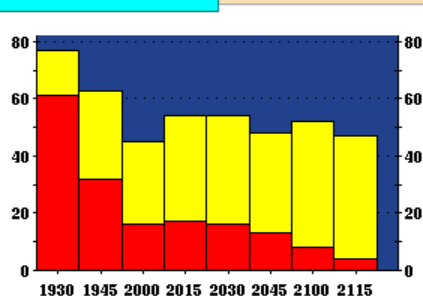
1938Z Peak Counts  
Discrete Flights: 149

118	116	110	100	91	92	86	85
-----	-----	-----	-----	----	----	----	----

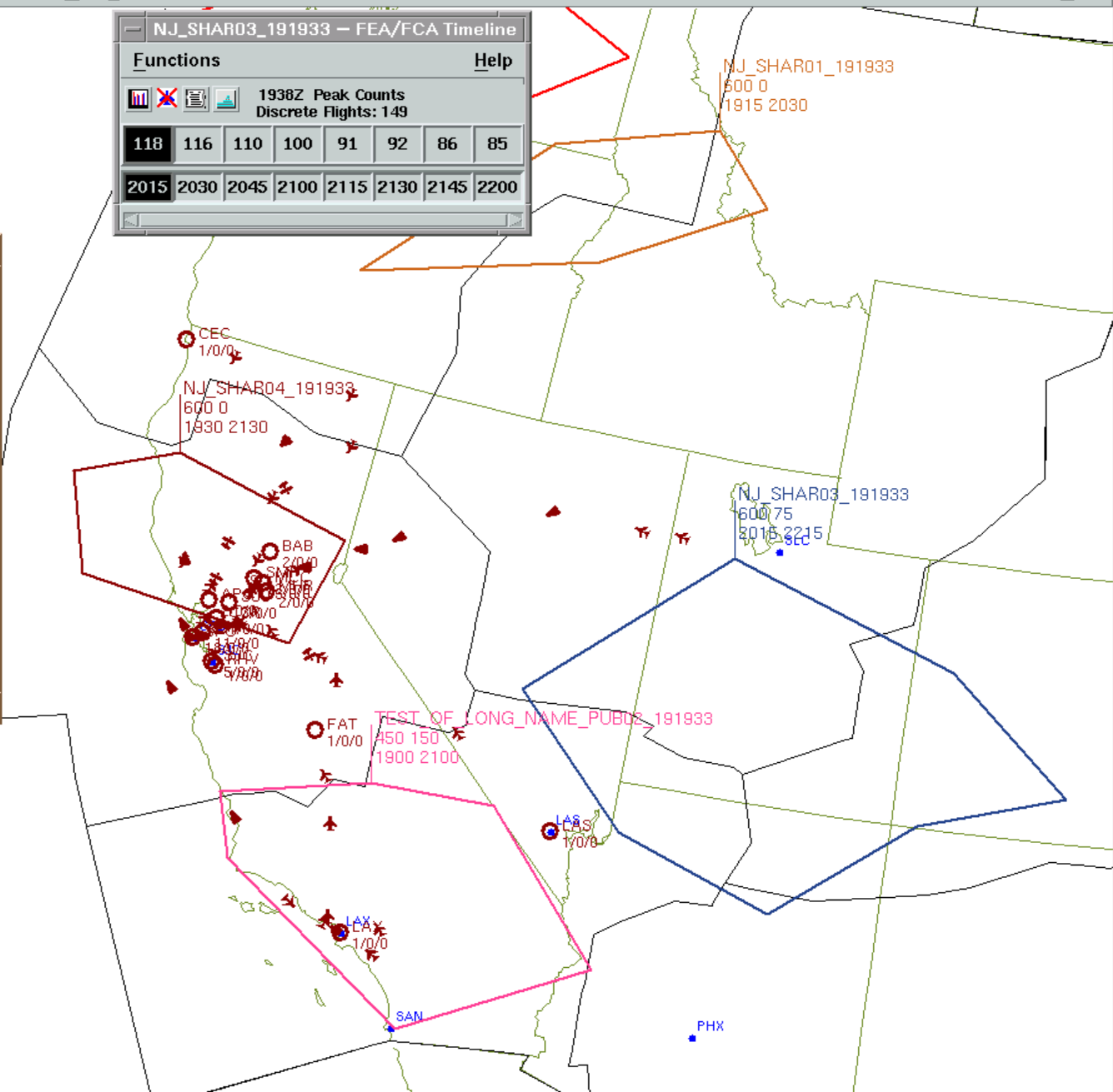
2015	2030	2045	2100	2115	2130	2145	2200
------	------	------	------	------	------	------	------

NJ\_SHAR04\_191933 - FEA/FCA Chart

Time Interval: 2000  
Total Flights: 45  
Active Flights: 16  
Proposed: 29



Toggle Size Close Help



NJ\_SHAR01\_191933  
600 0  
1915 2030

CEC  
1/0/0  
NJ\_SHAR04\_191933  
600 0  
1930 2130

BAB  
2/0/0  
SAN  
2/0/0  
SMT  
2/0/0  
LAX  
1/0/0  
PHX  
1/0/0  
FAT  
1/0/0

NJ\_SHAR03\_191933  
600 75  
2015 2215

TEST OF LONG\_NAME\_PUB05\_191933  
450 150  
1900 2100

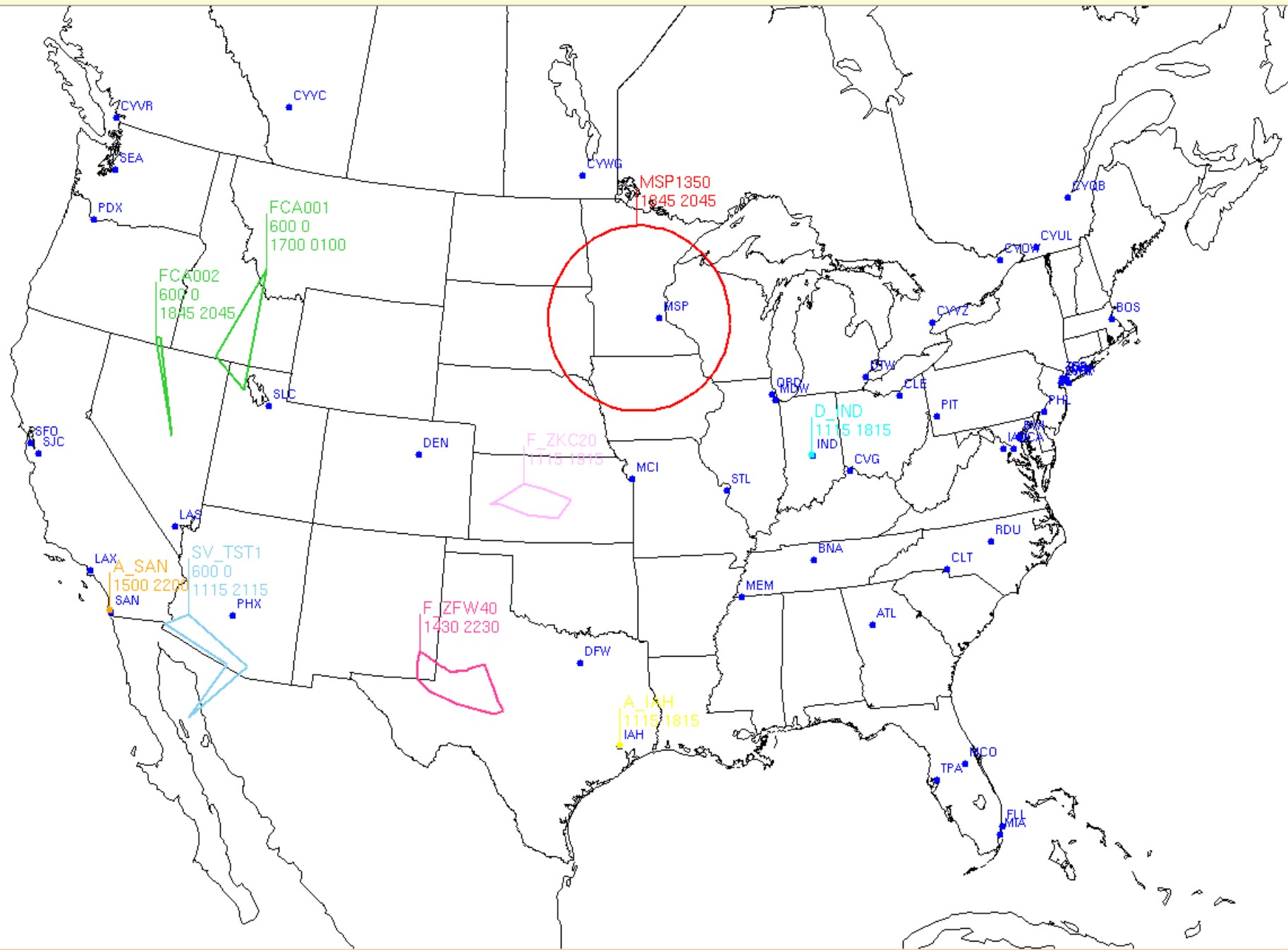
LAS  
1/0/0

LAX  
1/0/0

SAN

PHX





# Reroute Impact Assessment RRIA

- RRIA Graphical User Interface (GUI) is an extension of existing TSD functions
- Built to blend the Create Reroute tool and NAS Monitor for modeling system impact
- Reduce Reroute Coordination Time Through
  - Graphical and interactive tool to support reroute construction
  - Faster access to numbers of affected flights
- Modeling Reroute and Mile in Trail (MIT) Together
  - Prediction of reroute and/or MIT impact on sector loads
  - Sharing of model results with FAA facilities



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# Create Reroute Tool is Used to Model Reroute Impact

Create Reroute (MODEL MODE)

File Functions View Full View MIT

Reroute Definition Reroute Analysis Flight List Shared Sites Restrictions Advisory

Import Routes From: Playbook... Route Search... My Routes... RMT File

Identify Flights based on:

ETD  ETA  Public FEA/FCA Flight List

\*Start Time: 14 1800     Primary Filters

\*End Time: 15 0200 Entry Time: From:   To:

Flight Status:  All  Airborne  Not Airborne

Display Reroute

Show:  Fixes  Nav aids

Erase Preview Flight Count: 126

Characteristics

\*Name: CAN\_1\_EAST Color:

Domain:  Private  Local  Shared  Public

Status:  Active  Planned

<input checked="" type="checkbox"/>	#	Origin(s)	Filter	Type	Route	Full	Destination(s)
<input checked="" type="checkbox"/>	15	ZDV			RAP J158 ABR CESNA JUVAG JAKEY VIXIS PENDO SIBKI TULEG	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	50	ZLA			BCE J100 EKR MBW RAP J158 ABR CESNA JUVAG JAKEY VIXIS PEND	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	2	ZLC			BOY J32 CZI J82 RAP J158 ABR CESNA JUVAG JAKEY VIXIS PENDQ	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	2	ZLC			EKR MBW RAP J158 ABR CESNA JUVAG JAKEY VIXIS PENDO SIBKI T	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	27	ZMP			VIXIS PENDO SIBKI TULEG	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	26	ZOA			SAC J32 CZI J82 RAP J158 ABR CESNA JUVAG JAKEY VIXIS PENDQ	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	6	ZSE			HLN J90 ABR CESNA JUVAG JAKEY VIXIS PENDO SIBKI TULEG	<input type="checkbox"/>	

Destination Segments for Split Routes:

<input checked="" type="checkbox"/>	#	Destination	Route
<input checked="" type="checkbox"/>	10	LGA	TULEG RKA HAARP1
<input checked="" type="checkbox"/>	1	MHT	TULEG CON
<input checked="" type="checkbox"/>	3	MMU	TULEG HNK V167 WEARD V489 COATE
<input checked="" type="checkbox"/>	2	PVD	TULEG HNK TEDDY3
<input checked="" type="checkbox"/>	0	PUM	TULEG CON NEETS
<input checked="" type="checkbox"/>	13	TEB	TULEG HNK V167 WEARD V489 COATE
<input type="checkbox"/>			

Send... Model Clear Cancel Help

# View Modeled Reroute Impact

Traffic Situation Display (Dynamic Projection) (MODEL MODE)

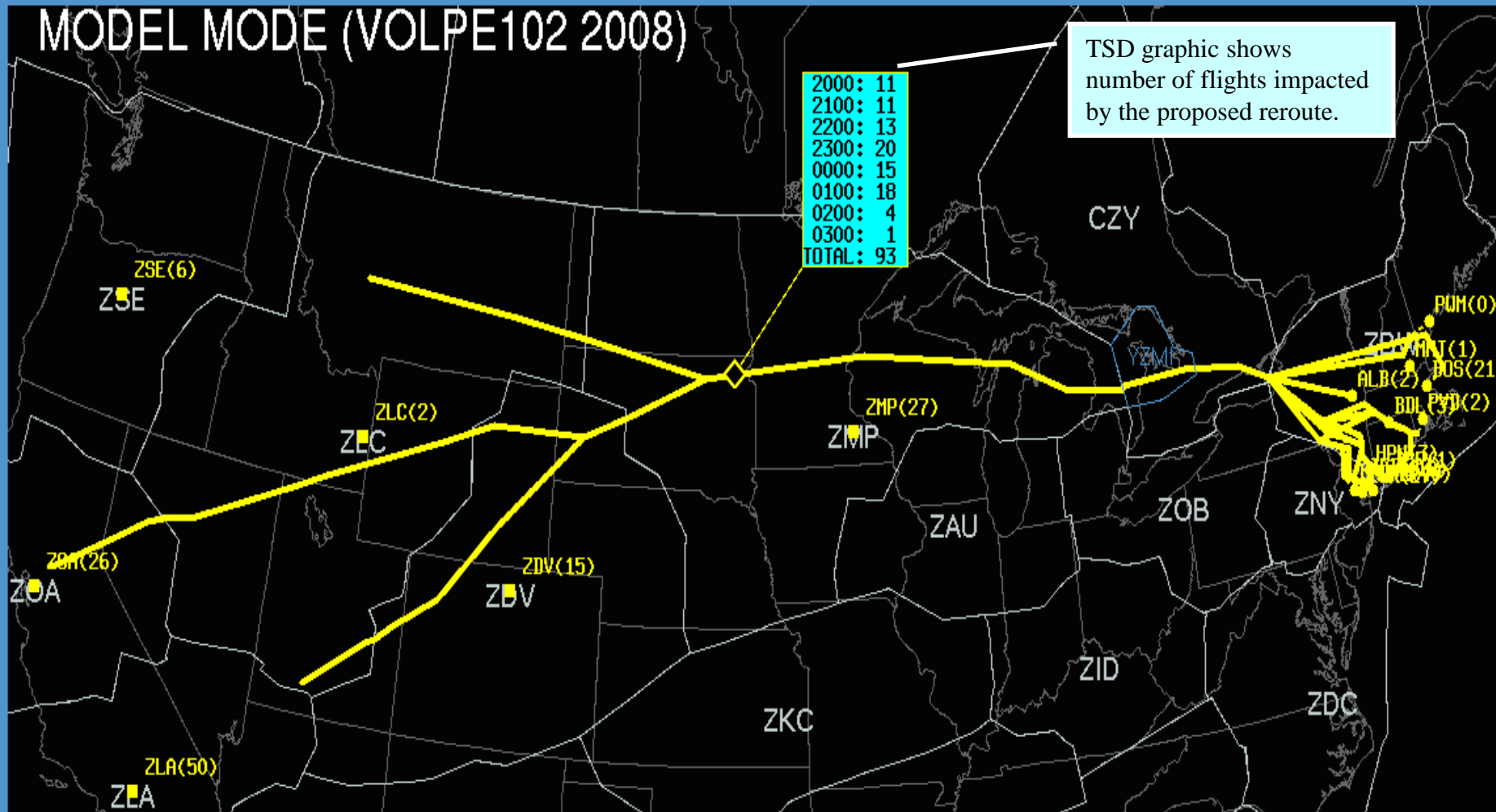
Display Maps Flights Alerts Weather Reroute FEA/FCA Tools

RWSM

MHT

Help

## MODEL MODE (VOLPE102 2008)



# See Overall Impact on Sectors

Create Reroute (MODEL MODE)

File Functions View Full View MIT

Reroute Definition Reroute Analysis Flight List Shared Sites Restrictions Advisory

Created By: volpe102 Model Updated: 2034

**Flight Counts**

In Proposed Reroute: 126    In Another RQD Reroute: 76  
 No Assigned Reroute: N/A    Have Multiple Options: 2  
 In a GDP/GS: 33    In an AFP: 0  
 Flights with MIT: N/A    Flights Delayed by MIT: N/A

**Added Distance/Time**

Avg Added Distance: 98    Max Added Distance: 478  
 Avg Added Time: 10    Max Added Time: 62  
 Avg MIT Delay: N/A    Max MIT Delay: N/A  
 Avg Total Delay: 10    Max Total Delay: 62

**Impact on Sector Alerts**

ZAU	-46				0/-1				
ZBJ	+56		+2/0		+2/0				
ZDV	+20		+1/-3	+1/-2	+1/-1	+1/-1			
ZID	-2								
ZKC	-2								
ZLA	0		+1/0		+1/0				
ZLC	+17	+1/0	0/-1	0/-1	+1/0				
ZMP	+1	0/-2	+2/-1	+3/0	+3/0	+3/0	+2/0		
ZNY	-1	+1/0	+2/0		+1/0	+1/0	+1/0	0/-1	+1/0
ZOA	0								
ZOB	-63								
ZSE	0								
Flight Delta	2030	2130	2230	2330	0030	0130	0230	0330	

Send...
Model
Clear
Cancel
Help



# Model Mile-in-Trail Restrictions

Create Reroute (MODEL MODE)

File Functions View Full View MIT

Reroute Definition Reroute Analysis Flight List Shared Sites Restrictions Advisory

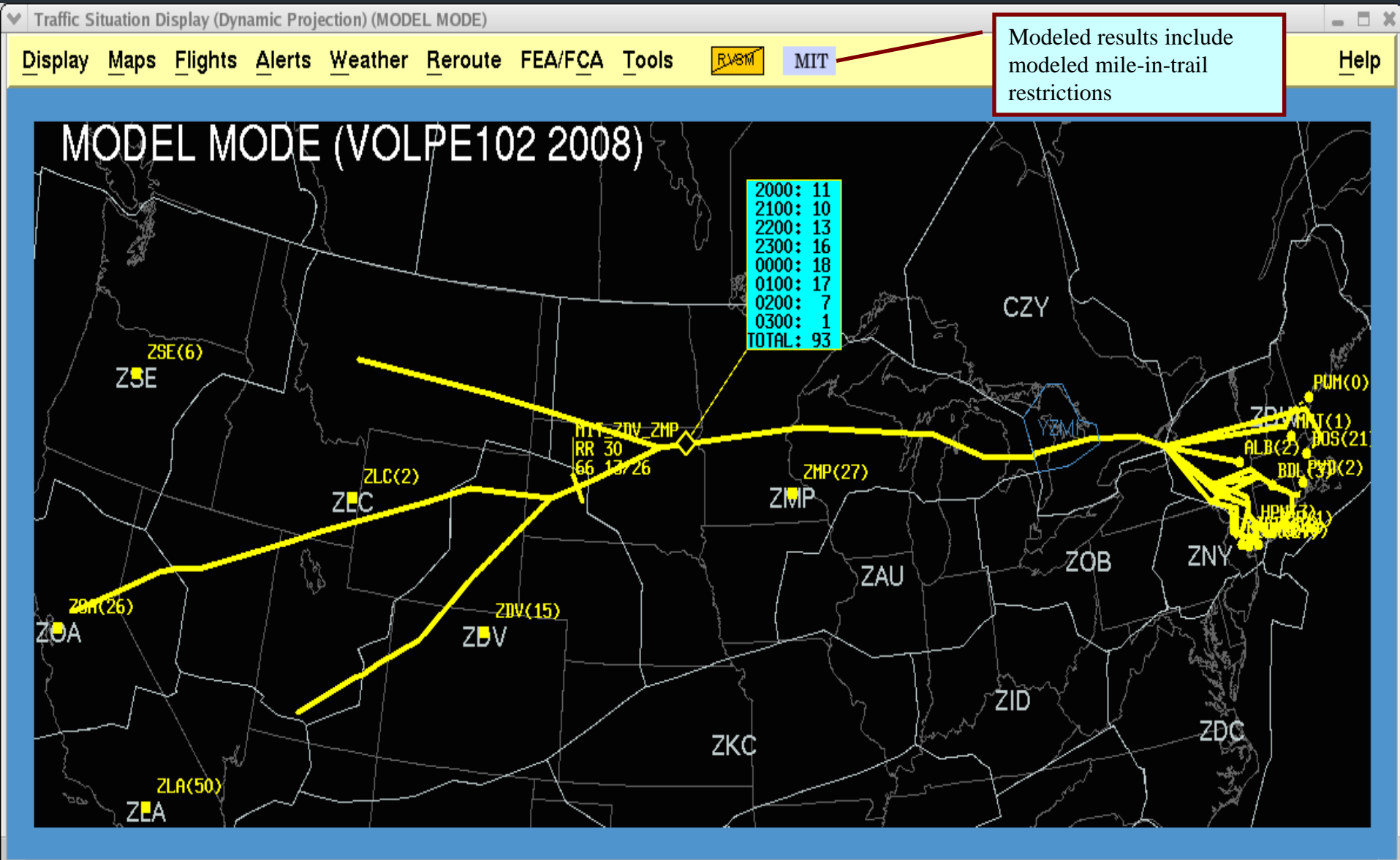
		Name	MIT	Start	Stop	# Flights	# Delayed Flights	Average Delay	Maxim Delay	
1	<input checked="" type="checkbox"/>	Edit	MIT_ZDV_ZMP	30	2203	0147	66	56	13	26
2	<input type="checkbox"/>	Create								
3	<input type="checkbox"/>	Create								
4	<input type="checkbox"/>	Create								
5	<input type="checkbox"/>	Create								
6	<input type="checkbox"/>	Create								
7	<input type="checkbox"/>	Create								
8	<input type="checkbox"/>	Create								
9	<input type="checkbox"/>	Create								

Delete Selected MIT(s)

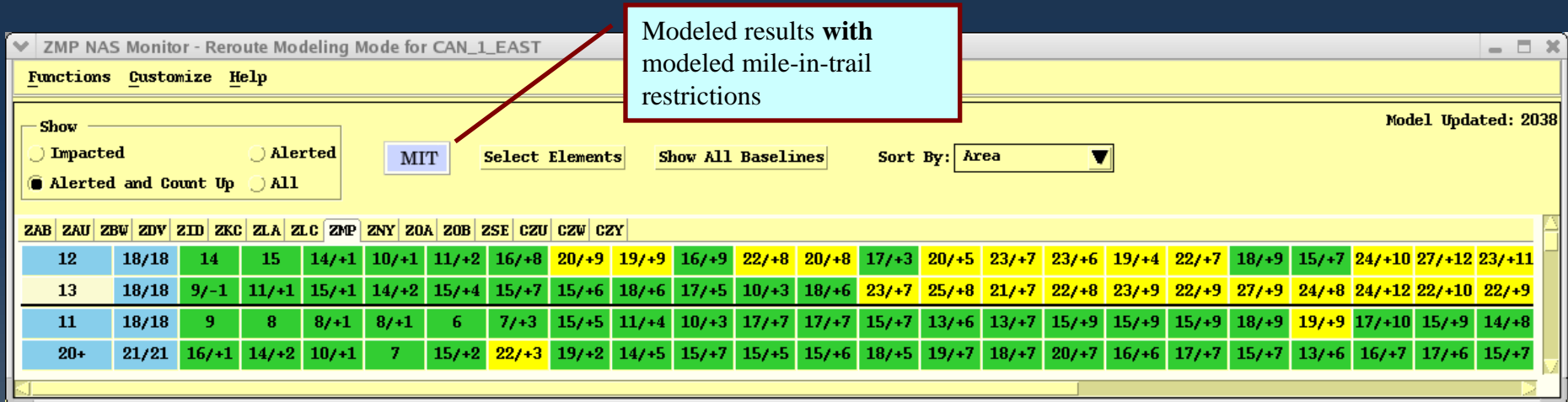
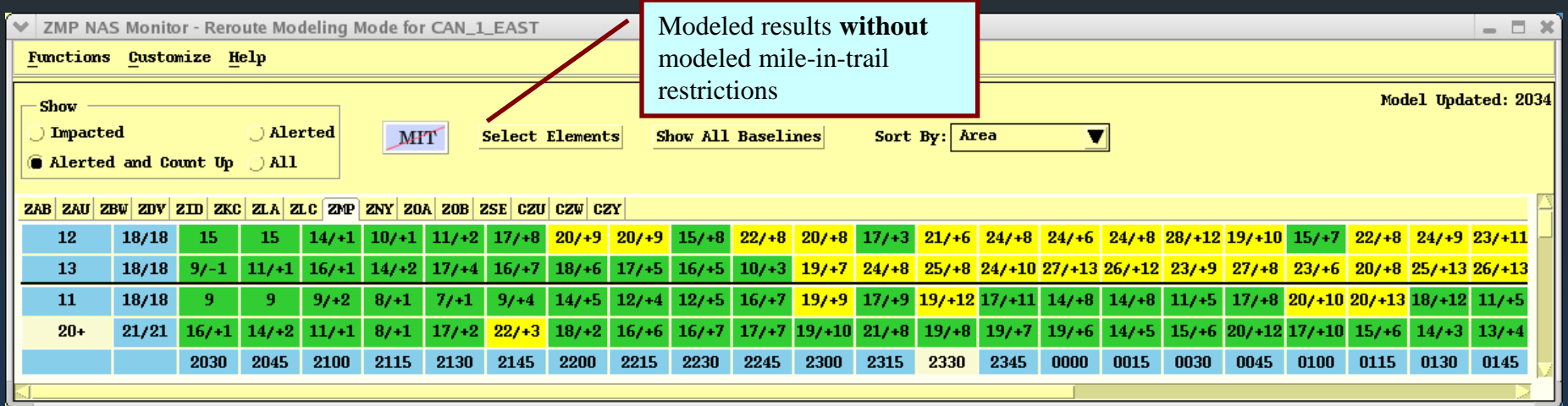
Send... Model Clear Cancel Help



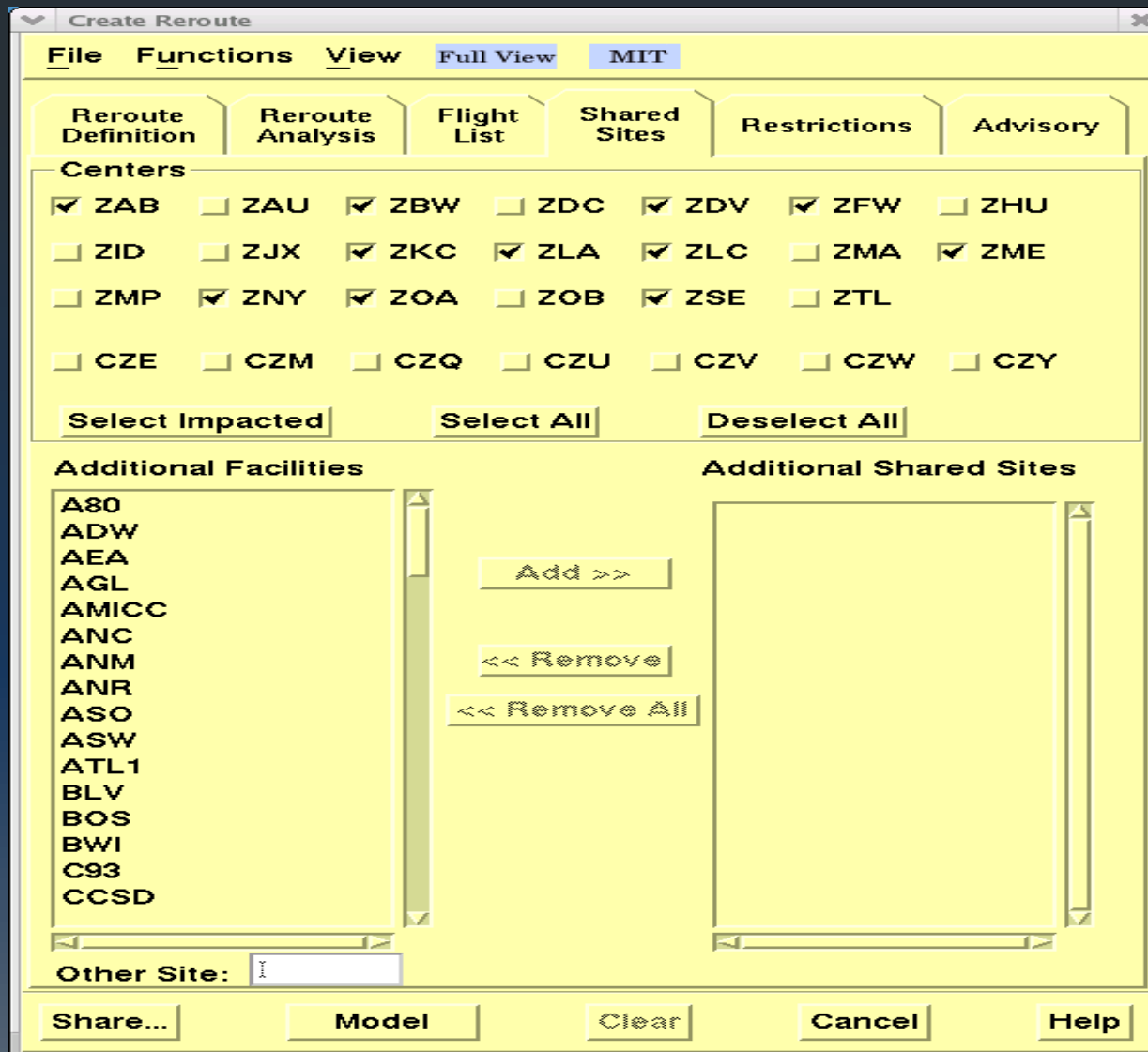
# View Modeled MIT Results



# Analyze Impact on Sectors with MIT



# Share Reroute Definition and Model Results





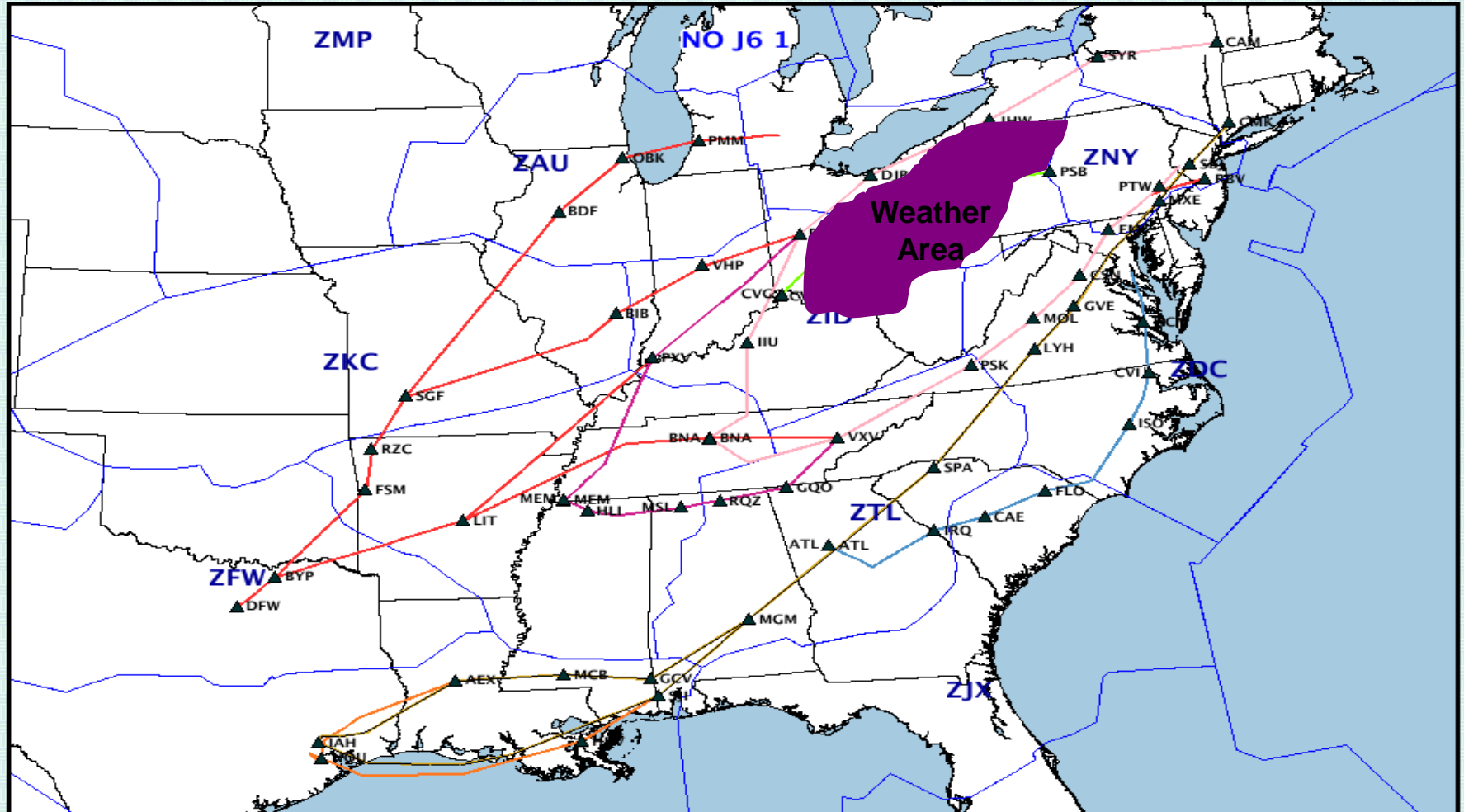


# Playbook Routes for Closed Airways (J6)

**Impacted Area or Flow:** J6 BETWEEN MRB-BWG

**Facilities Included:** ZBW/ZNY/ZDC/ZID/ZOB/ZTL/ZME/ZHU/ZJX

**Instructions:** REROUTE ANY AIRBORNE TRAFFIC AND INTERNAL DEPARTURES VIA THE FOLLOWING ROUTES



# Weather

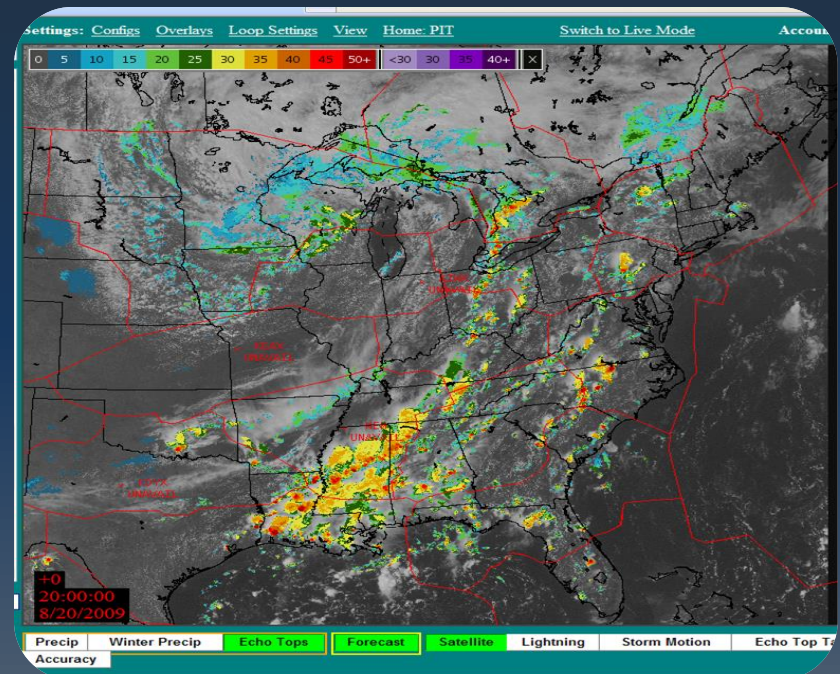
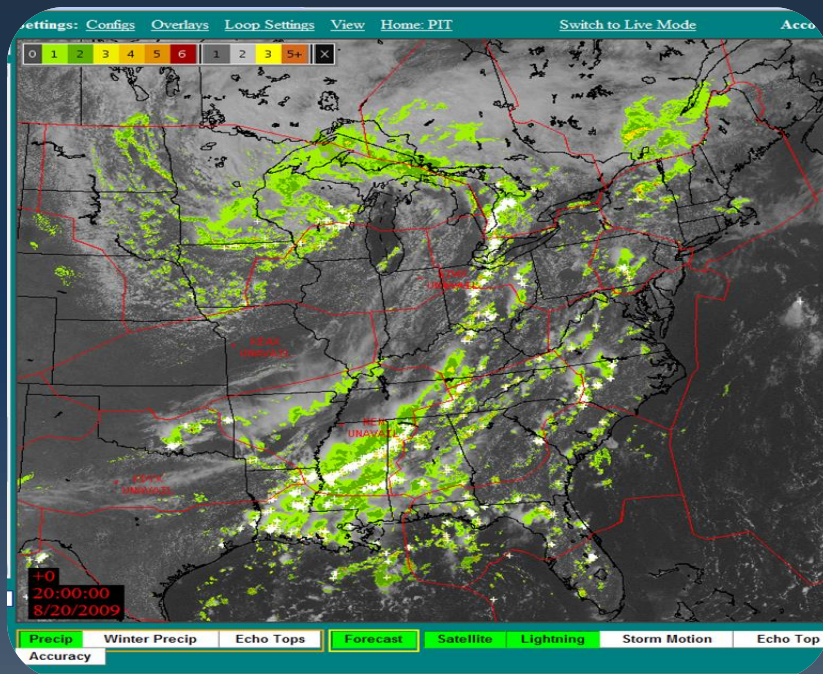
- CIWS - Corridor Integrated Weather System
- ITWS - Integrated Terminal Weather System
- RAPT - Route Availability Planning Tool
- CCFP - Collaborative Convective Forecast Product
- Chat Room
- Weather Channel
- Aviation Weather Center (AWC) Web Site



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# Corridor Integrated Weather System (CIWS)

CIWS provides the only automated forecast of storm tops. The requirements also specify the capability to provide route impacts, most notably for departure routes.

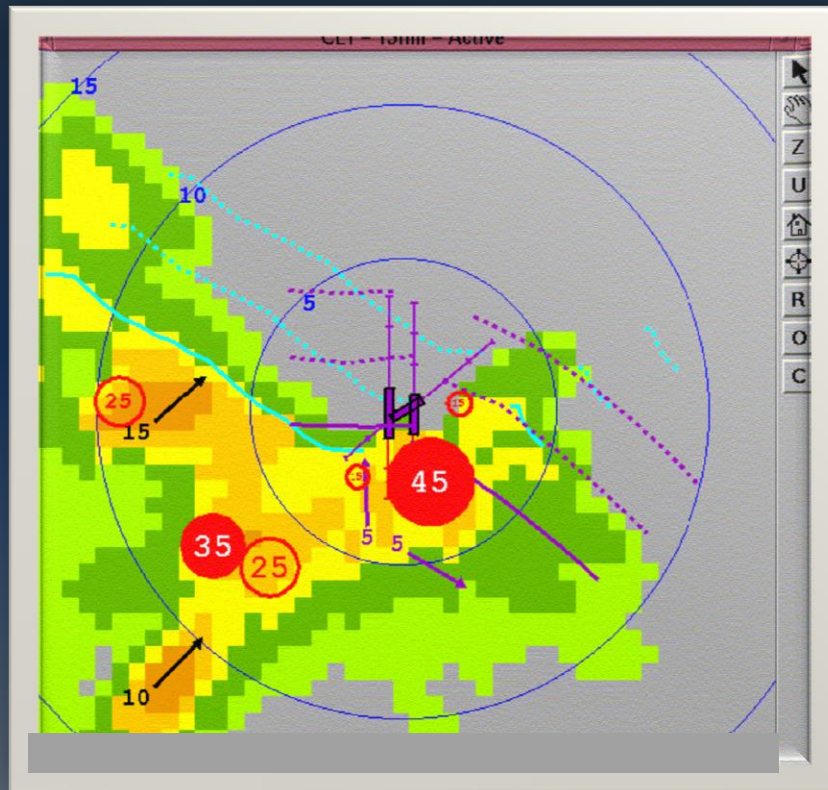


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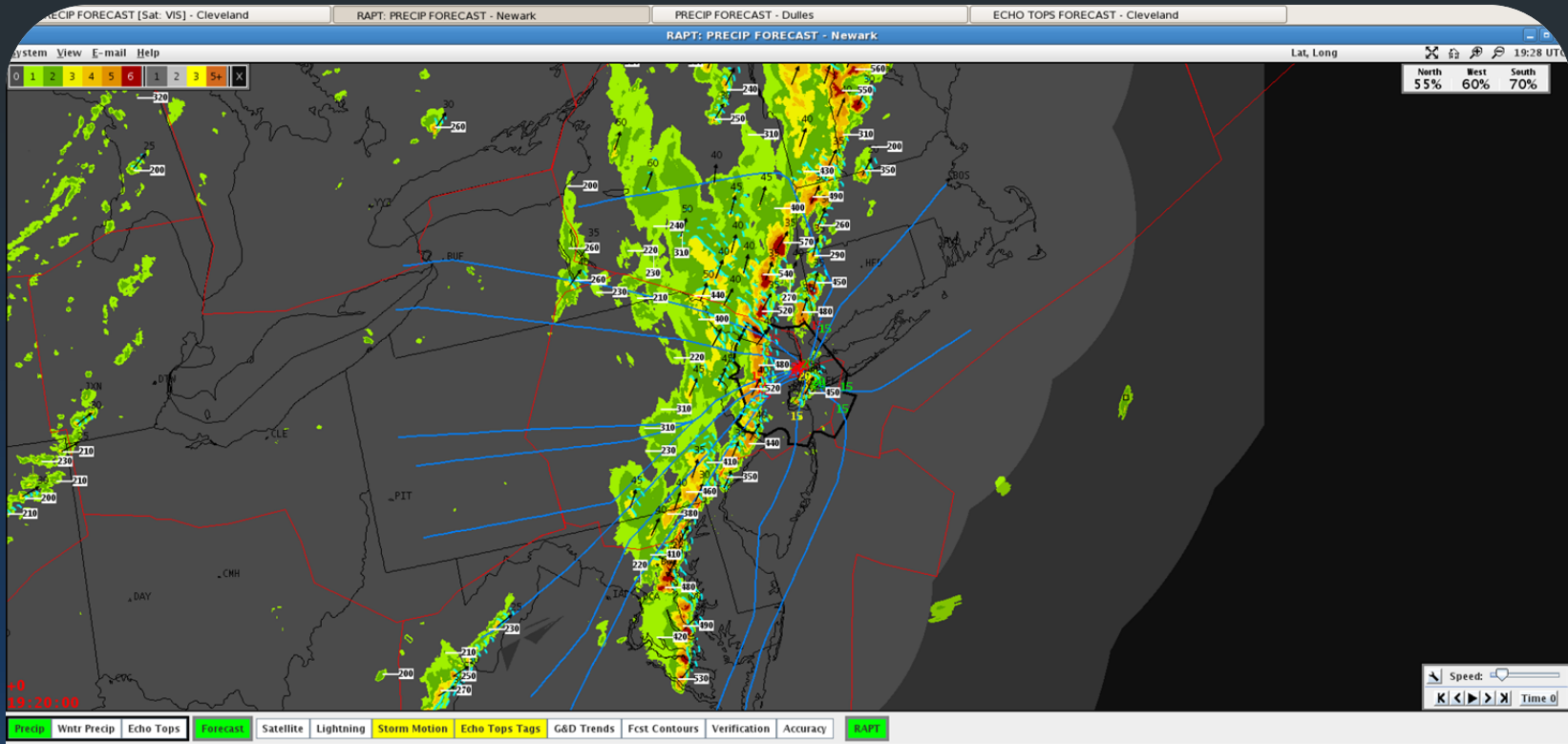
# Integrated Terminal Weather System (ITWS)

- ITWS provides high resolution depiction of near airport storm intensity and location as well as rapid update rate of TRACON-area precipitation and motion. It also provides a long range ARTCC viewpoint of precipitation intensity and motion.



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# Route Availability Planning Tool (RAPT)



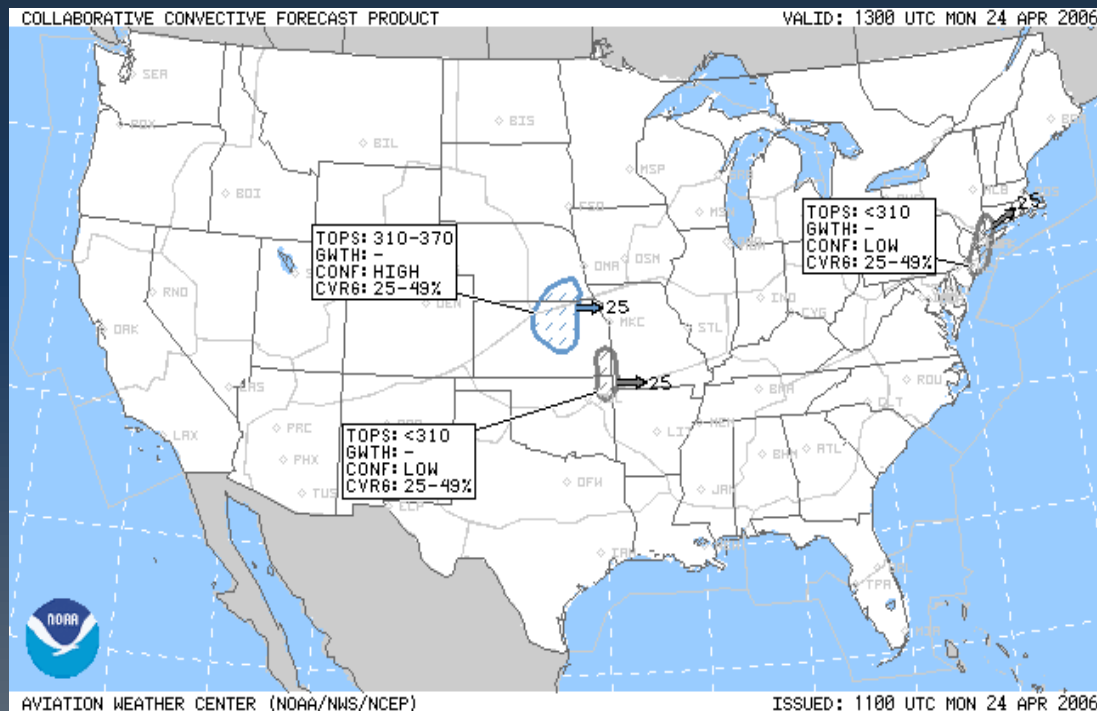
Route	Trend	PIG	1920	1925	1930	1935	1940	1945	1950
N90 HAPI	—	—	32 N90	32 N90	33 N90	33 N90	33 N90	35 N90	40 N90
N90 MERIT	—	—			35 N90	39 N90	40 N90	30 N90	
N90 GREKJ CAM	—	—	53 NEAR	54 NEAR	54 NEAR	54 NEAR	54 NEAR	56 NEAR	55 NEAR
N90 GAYEL J95	—	—	44 N90	50 N90	49 N90	46 N90	44 N90	49 N90	40 N90
N90 COATE J36	—	—	44 N90	38 N90	43 N90	43 N90	41 N90	50 N90	50 N90
N90 ELIOT J60	—	—	33 N90	49 N90	50 N90	43 N90	50 N90	50 N90	50 N90
N90 ELIOT J64	—	—	33 N90	49 N90	50 N90	43 N90	50 N90	50 N90	50 N90
N90 ELIOT J80	—	—	33 N90	49 N90	50 N90	43 N90	50 N90	50 N90	50 N90
N90 PARKE J6	—	—	50 N90	50 N90	50 N90	50 N90	50 N90	50 N90	46 N90
N90 LANNA J48	—	—	49 N90	48 N90	50 N90	48 N90	42 N90	38 N90	38 N90
N90 BIGGY J75	—	—	35 N90	34 N90	51 N90	36 N90	39 N90	49 N90	43 N90
WHITE J209	—	—	37 N90	37 N90	38 N90	39 N90	44 N90	45 N90	45 N90
WHEELEY J174	—	—							34 ENR





# Collaborative Convective Forecast Product (CCFP)

The **Collaborative Convective Forecast Product (CCFP)** provides common situational awareness across the FAA and National Airspace System (NAS) stakeholder community of significant forecasted convective weather that may impact the flow of air traffic. The CCFP is initiated at the Aviation Weather Center (AWC) and is most frequently used during the severe weather season.



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# National Traffic Management Log (NTML)

- 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.

NTML: ZDC 01 07 Feb 2007 2106

Options Edit View Tools Information Print Reports Link Search Help

Misc  
RSTN  
MRSTN  
GStop  
APREQ  
Delay  
RWY  
Sum  
EQ  
Log  
MyEntry  
SISO  
ICE  
SWAP  
Count  
PIREP  
MA  
Telcon  
INFO  
SUA  
Pending

**Paul Hawkins**  
Entry Time: 2106

Aprvl	Time	Type	Fac	Message	Status
✓	1748	RSTN	DCC	EWV Arvl via WHITE 15 Mit 1746-1900, WX:SNOWWICE, ZDC:ZAU,ZNY,ZTL, RSTN: APVD	ZAU : Y ZNY : Y ZTL : Y
✗	1802	RSTN	DCC	DISAPPROVED: CLE Arvl via WHITE 12 Mit 1800-2100, WX:SNOWWICE, ZDC:ZAU,ZOB, RSTN:	ZAU : Y ZOB : Y
!	1945	PROP	ZAU	IAD Dept via WHITE 12 Mit 2000-2037, WX:SNOWWICE, ZAU:ZDC,ZNY, RSTN: REQ	ZDC : I ZNY : ?
	1945	EDCT	DCC	AFP (DAS) FCA104 FAC=(ALL) Z8E ZAB ZLC ZFW ZLA ZAU ZMP ZDV ZKC ZME ZID ZMA ZHU ZJX ZOB ZBW ZTL ZNY ZDC ZOA EXCPT NONE EVENT=29/2030Z-30/0630Z, CUMULATIVE=29/2030Z-30/0630Z OTHER / EMERGENCY MAX=753 AVG=433.0 AAR=0 PR=200 PF=50 RMK: CSCNJ TESTING ADVZY=35 FCA104 11/29/2007	
?	2000	RSTN	ZDC	BWI Dept via WHITE 12 Mit 2000-2344, WX:LOW CEILING/VISIBILITY, ZDC:ZAU, RSTN: REQ	ZAU : ?
WD	2027	PROP	ZAU	WITHDRAWN: ATL Dept via WHITE 12 Mit 2100-2322, WX:LOW CEILING/VISIBILITY, ZAU:ZDC,ZTL, RSTN: REQ	ZDC: Y ZTL : Y
👉	2052	RSTN	ZDC	ORD EnRte via WHITE 16 Mit 2100-2330, WX:SNOWWICE ZDC:ZAU,ZOB,ZTL, RSTN: REQ	ZAU : C ZOB : Y ZTL : ?

Requests Awaiting Approval: 2 Proposed RSTNs on me: 2

Log Passbk Accept Conf Open Refresh Remove

TPCOPS Pending: 7/1

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# Tactical Customer Advocate (TCA)

- The **Tactical Customer Advocate (TCA) Web Tool** is used to facilitate communications on line between Collaborative Decision Making (CDM) customers and the Air Traffic Control System Command Center (ATCSCC)

ACID \*

Category Level \*  CAT 1  CAT 2  Other

[View Category List](#)

Special Request

No Special Request

Route Request

Advisory # \*

Reason \*

EDCT Change

Issue/Info \*

Operating Initial \*

TCA ISSUE RESOLUTION LIST FOR THE PAST 2 HOURS										
ARCHIVED TIME	ACID	SREQ	TIME	CAT	ADVN	ISSUE/INFORM	STATUS	LOG	OI	View
10/31 19:29	COA1177	-	1919	1	-	bos-ewr flight takes regular esp... <a href="#">More</a>	Resolved	A GS IS ABOUT TO BE ISSUED FOR EWR... <a href="#">More</a>	JC	<a href="#">View</a>
10/31 18:41	JZA	-	1829	0	-	Ref: KEWR ... FSM 30 minute data shows... <a href="#">More</a>	Resolved	EWR AAR 48, THE MIT WILL SMOOTH OUT THE... <a href="#">More</a>	MJ	<a href="#">View</a>
10/31 18:01	UAL8147	-	1740	0	-	Same issue as for UAL 1155 SFO-LAX.	Resolved	P1827 SHOULD BE MINIMAL DELAY	MJ	<a href="#">View</a>
10/31 17:59	UAL1155	-	1739	0	-	UAL1155 SFO-LAX stopped, waiting to go... <a href="#">More</a>	Resolved	UAL1155 WHEELS UP AT 1802	MJ	<a href="#">View</a>



# e-CVRS

The **Computerized Voice Reservation System (e-CVRS)** is a Web-based application that allocates and manages arrival and departure slots at high-density traffic airports (HDTA). The FAA requires that unscheduled Instrument Flight Rules (IFR) operations have a reservation in e

## -CVRS Benefits:

- Request, confirm, update, and cancel reservations on line
- Change date and time of reservations



<http://www.fly.faa.gov/ecvrs/index.html>



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# e-STMP

**Special Traffic Management Programs (e-STMPs)** are implemented for **special events** that attract thousands of people and aircraft to participating airports.



The Web interface has been developed to simplify the reservation process and allow for more reservation flexibility.



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