



ATOSysOps



ATFM Quality Control and CDM

Date:

September 11-12, 2019

Presented to:

Presented by:

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International Operations



FAA
Air Traffic Organization

Next Day Review

- Review prior day
- 8:30 a.m. ATCSCC Management Brief
- 10:00 a.m. National System Review
- Daily Executive Ops Briefing
- Update emphasis item tracking
- Research and respond to specific FAA management/customer inquires or comments
- Deep dive or Traffic Management Reviews

Prior Day Review

- QC reviews several items on a daily basis including:
 - FAA advisory database
 - Customer/facility comments
 - ATCSCC NTML – NTMS documentation
 - Facility logs (when needed)
 - MTO/NAS recap report
 - OPSNET delay reports
 - Weather (CCFP, CAWS, AVMet WX tool, CWIS Archives)
 - ASPM NAS Daily/NAS AERO
 - GDP/AFP/CTOP/GS/MIT initiatives
 - GDP/AFP/CTOP cover sheets

Follow-Up Issues

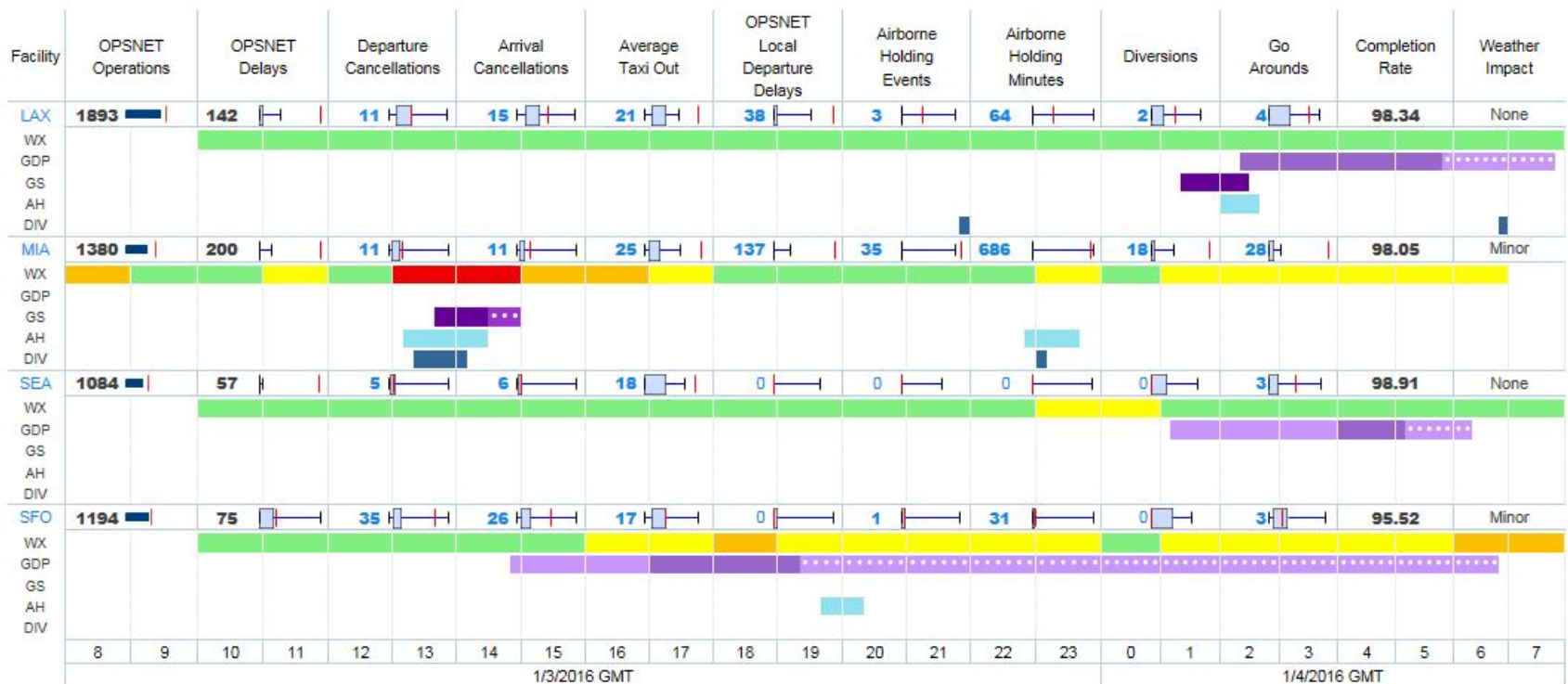
- Facility comments
- Customer comments
- Operational impacts
 - Attempt to compare various TMI impact
 - Balance of departure/arrival delays
 - Throughput balance
 - Ground stops, ground delay and airspace flow program effectiveness
 - Program rates vs. delivery

NAS AERO

ATO Efficiency Report Online

01/03/2016 ⚠

DDSO : All



Adhoc Issues

- Traffic Management Reviews (significant event reviews)
 - The intent of a TMR is to perform an evaluation of Service Delivery Point (SDP) TM operations with a focus on identifying issues that may impact system efficiency. This should include items that need correcting as well as identification and recognition of best practices

Comments that drove a TMR

CUSTOMER COMMENTS

USR	Answer Time	Comments
AAL	01:16	<p>ZAU DID A GOOD JOB MOVING TRAFFIC WHEN AN UNFORECAST THUNDERSHOWER MOVED THRU THE ARRIVAL AND DEPARTURE AREAS. WE HAD ONLY ONE DIVERSION, BUT ZAU HELPED US AVOID OTHERS. ORD TOWER WAS HELPFUL GETTING SOME FLIGHTS AIRBORNE THAT WERE APPROACHING CREW LEGALITY AND TARMAC LIMITS.</p> <p>ZNY/N90 ALSO DID WELL MINIMIZING HOLDING INTO THE MAJOR AIRPORTS WHEN SOME CELLS MOVED ACROSS THE ARRIVAL AND DEPARTURE ROUTES. LGA TOWER HELPED WITH A CREW LEGALITY.</p> <p>A GDP MIGHT HAVE BEEN HELPFUL AFTER THE LGA GS EXPIRED TO AVOID THE NEED FOR A SECOND GS. THE GS CAUSED LGA TO UNDER-DELIVER IN THE 0100Z HOUR.</p>
DAL	03:02	<p>GOOD SHIFT OVERALL. THE UNEXPECTED CONVECTIVE ACTIVITY THAT IMPACTED NY CREATED ARRIVAL AND DEPARTURE ISSUES THAT RESULTED IN GS AT ALL 3 METROS. THE GS ROLLED DEMAND INTO LATER HOURS CREATING ARRIVAL SPIKES THAT WERE TO BE MANAGED WITH METERING, EXPANDED MIT, AND LIMITED AIRBORNE HOLDING. WHEN THE DEMAND WAS NOT SUFFICIENTLY ADJUSTED, IT RESULTED IN SECONDARY EWR AND LGA GS.</p> <p>OUR PREFERENCE WOULD HAVE BEEN A SHORT-TERM, LIMITED SCOPE GDP INITIALLY - PARTICULARLY AT LGA - RATHER THAN RISK THE SECONDARY GS.</p>

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TMR Review

- TMR will review traffic management performance metrics and include the following at a minimum
 - TMIs
 - OPSNET delays
 - Terminal area efficiency rating
 - Spacing over and above required

TMR Review

- Review actual performance and capacity:
 - National traffic management log (NTML) runway accuracy
 - Average daily capacity
 - Monitor alert parameters
 - AAR/ADR
 - Runway configuration

TMR Review

- Listen to voice tapes:
- Conduct interviews with:
 - NTMS, NTMO, NOM to obtain an operational perspective
 - Review triggers used to initiate TMIs and were they appropriate, coordinated and communicated to the appropriate end user

TMR Review

- When issues are identified by the TMR
 - Work with operational staff and facility management to develop and enact a mitigation strategy to address the issues in a timely fashion
- Documentation
 - All TMRs should be documented in a memorandum and entered into CEDAR

Questions?