

**Report on the
ATCSCC 2001 Severe Weather
End of Season Review**

October 9-11, 2001

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Section 1

Introduction

The Severe Weather Unit end of season review for the year 2001 was conducted on October 9 – 11, 2001 at the Air Traffic Control System Command Center (ATCSCC), located in Herndon, VA. Participants included Severe Weather, East Area, West Area specialists, National Operation Managers (NOMs), and National Traffic Management Officers (NTMOs). In addition, ATA representatives, an NBAA representative, and a military liaison were present. Joe Hof facilitated the review.

The objectives of the review were to critique the S2K+1 initiatives, to identify what worked well, and to focus on areas needing improvement with respect to the functioning and coordination of the Severe Weather Unit.

The review participants discussed key issues, recommended solutions, developed a task matrix, and assigned a point of contact for each task area.

Two severe weather scenarios, June 12th and July 5th were delivered on the first day. Additionally, briefings were presented on the Route Advisory Tool (RAT), Collaborative Routing and Coordination Tool (CRCT), “chokepoint” initiatives, proposed area coordinator responsibilities, and proposed FEA/FCA procedures.

Discussion summaries are located in Section 2 of the report, along with recommended solutions. The recommendations derived cover a wide range of topic, each of varied and debatable importance. The listing in this report should not be mistaken for a prioritization of the topics. Due dates listed are suggested based on implementation for the next severe weather season.

Section 2

Summary of Review Discussions and Recommendations

2.1 Philadelphia (PHL) Departure Restrictions During SWAP Events

There were a number of instances recorded this season where PHL departures to ORD/MDW and points west were stopped for extended periods. This was primarily due to convective activity on J64 in ZNY or ZOB airspace and the lack of alternate routes for these departures.

2.1.1 Recommendations

Establish a workgroup to include representatives from PHL / N90 / ZNY / ZOB / ATCSCC to address this issue. The group should be convened under the direction of the Eastern and Great Lakes regional MTOs. This group should establish pre-coordinated departure routes for PHL's westbound departures when J64 is impacted by convective weather.

2.2 Severe Weather Advisory Printout

Severe Weather advisories print out on two separate printers in the unit. The output printer is dependent upon the specialist's workstation.

2.2.1 Recommendations

Configure the Severe Weather unit workstations so that all sent advisories print out at the printer located adjacent workstation 7B.

2.3 Relocation of the ARINC Printer

The ARINC printer is currently located on the console adjacent to workstation 7B. The group determined that the space would be better utilized by locating other equipment there. For example the Corridor Integrated Weather System (CIWS) display.

2.3.1 Recommendations

Relocate the ARINC printer to the console adjacent workstation 8 or closer to the TCA position.

2.4 Processing of Airline Non-pref Route Requests

The number of airline non-pref requests received in the Severe Weather Unit has diminished sharply over the last few seasons. The unit now receives less than ten such requests per day and they amount to single flight issues.

2.4.1 Recommendations

Transfer the responsibility for handling of airline non-pref route requests to the TCA.

2.5 Additional Flow Constraint Area (FCA) and Departure Spacing Program (DSP) Training

The FCA and DSP technology has been introduced into the Severe Weather Unit. Specialists need refresher training on DSP functionality and upgrade training on FCA functionality. Additionally, the draft notice N7210.XXX, Flow Evaluation Area (FEA) and Flow Constrained Area (FCA) Procedures was distributed and discussed. Any procedures identified in the final version of the notice should be included in the training program.

2.5.1 Recommendation

Develop and present DSP refresher-training and FCE/FCA upgrade training for the Severe Weather specialists.

2.6 Cordless Headsets

When the New York hotline is activated, the severe weather NTMOs needs to be aware of information exchanged on the hotline. In addition, the NTMOs do not want the NY hotline to be operated as a stand-alone position.

2.6.1 Recommendation

Provide the Severe Weather NTMOs with a cordless headset so that they can monitor the New York hotline.

2.7 Severe Weather Position Assignments

The Severe Weather NTMOs are concerned that work assignments for Severe Weather specialists are vague. During busy SWAP events, it is difficult to identify which specialist is working which issue. For example, one specialist might be assigned to work the issues related to ZFW/ZHU while another is assigned to work ORD departures.

2.7.1 Recommendation

NTMOs post the work assignments for Severe Weather Specialists on the OIS by specific center or terminal grouping.

2.8 Email “Sent” Messages

Email messages sent by Severe Weather specialists are transmitted from a number of nodes in the unit. Specialists often have a need to review “sent” messages, but it can be difficult to track down the node it was transmitted from. The process of locating “sent” messages needs to be simplified.

2.8.1 Recommendation

Format the “Sent” selection in email so that all messages transmitted from the Severe Weather Unit are displayed at one time.

2.9 Miles-in-trial (MIT) Associated with Severe Weather Reroutes

It was noted throughout the season that confusion between the East, West, and Severe Weather was generated concerning the MIT associated with Severe Weather reroutes. There were a number of complex issues associated with this issue. The coordination between Severe Weather/East/West and between the impacted centers was not always complete.

2.9.1 Recommendation

Convene a workgroup made up of representatives from Severe Weather/East/West and develop a consistent process for conveying MIT associated with severe weather reroutes.

2.10 Positive Recognition for Select Facilities

The group noted that there were a number of enroute centers that either showed significant improvement in system thinking/teamwork this season or carried excellent performance over from last season. From the group’s review, the centers that showed the most significant improvement were ZNY and ZOB. Likewise, ZME, ZTL, and ZJX carried over a high level of commitment to system performance from last year.

2.10.1 Recommendation

Provide positive recognition to the traffic management units at ZNY, ZOB, ZME, ZTL, and ZJX for a job well done during the 2001 severe weather season.

2.11 Constructive Feedback for Select Facilities

The group indicated that there were a few ARTCC traffic management units whose performance did not always contribute to system thinking. Constructive feedback should be provided to ZDC, ZFW, ZKC, and ZLA in an effort to improve next year’s performance.

2.11.1 Recommendation

Provide constructive feedback and appropriate training through the NOMs/NTMOs to the traffic management units at ZDC, ZFW, ZKC, and ZLA.

2.12 Electronic Whiteboard

Severe weather coordinators used a free standing whiteboard this season to record and track a variety of information, including: open/closed routes, playbook initiatives, advisory sequences, and task assignments. The use of the board was seen as an enhancement to the operation, but a number of drawbacks were identified. Specifically, there was no standardization to its use and format; printed text on the board was not visible from the East/West areas; and the board was not always kept up to date.

2.12.1 Recommendation

Develop a format for an electronic whiteboard to be projected onto the large screen monitors.

2.13 Severe Weather Staffing and Shift Coverage

The group reviewed the Severe Weather unit staffing and shift coverage requirements and provided feedback to the NOM. The group indicated that staffing of the Severe Weather coordinator position during the season should remain a priority.

2.13.1 Recommendation

For the Severe Weather unit, staff the day shift with 5 specialists and the evening shift with 6 specialists. The coordinator position should be filled from these numbers. Based on these recommended staffing numbers, recompute the unit's total staffing allocation. The group indicated the total staffing number may be 24 specialists.

2.14 Reroute Advisory Tools (RAT)

The group received a briefing from MITRE on the development of the Reroute Advisory Tools and felt that the tools will provide a significant operational benefit in future seasons.

2.14.1 Recommendation

The Reroute Advisory Tools (RAT) should be given a high priority and assistance to expedite its development for next season.

2.15 CIWS Evaluation

A number of enroute centers have a tendency to close routes prematurely during SWAP events. The same holds true for reopening impacted airways. The process of identifying and

utilizing pathfinders to reopen routes is slow and tedious. The process and procedures for closing and opening routes needs improvement. It is difficult for Severe Weather specialists to counter an enroute center's points without adequate weather tools.

2.15.1 Recommendations

Establish a Severe Weather team to:

1. Study CIWS and its capabilities
2. Evaluate the effectiveness of CIWS as a tool for evaluating a center's request to open/close an airway.
3. Train other specialists on CIWS if the system is determined to be an effective tool.

2.16 Coordination Between Severe Weather and Other Areas

The coordination and communication between Severe Weather and the East/West needs improvement. The group indicated that a good Severe Weather coordinator does more to enhance this process than almost anything else does. The group also reviewed draft NOTICE 7200.XX concerning East/West Area coordinators and provided feedback to the NOM. (See Section 4 for recommended changes to Notice DCC N7200.XX.)

2.16.1 Recommendations

1. Convene a small group to continue the development of the Severe Weather coordinator's roles and responsibilities.
2. Based on the group's input, develop refresher training for all Severe Weather coordinators.
3. Finalize the roles and responsibilities for the East/West area coordinators.
4. Provide training to East/West specialists concerning the area coordinator position.
5. During Swap events, ensure the applicable area coordinator positions are staffed.

2.17 Physical Layout of the Severe Weather Unit

Last year's redesign of the operational control room floor helped to improve the efficiency of the Severe Weather unit, but there is still room for improvement. Specifically, the Severe Weather NTMO lacks a workstation connected directly to the unit; new equipment needs to be placed in the unit; and the mobile island needs to be improved.

2.17.1 Recommendations

1. Add wings to the consoles adjacent workstations 7B and 8 (see Section 5) in order to accommodate an NTMO workstation and to add equipment.
2. Redesign the mobile island to house the Severe Weather printer and to provide storage space.

2.18 Orientation/Familiarization Training

Severe Weather and East/West specialists can do a great deal to assist one another in their respective job performance. The communication and teamwork between these areas needs improvement.

2.18.1 Recommendations

1. Develop a cross-training program for Severe Weather specialists and for East/West specialists to include a review of job responsibilities and time spent in orientation/familiarization.
2. Conduct this training prior to 1 April 2002 in order to enhance the teamwork between areas for the next severe weather season.

2.19 SPT Review

A review of SPT was not conducted as part of this end of season meeting.

2.19.1 Recommendation

Conduct a review of SPT prior to 15 December 2001.

2.20 Advisory Format

Severe Weather reroute advisories continue to generate confusion in the system. This is due, in part, to the advisory format. Depending on the implementation of the RAT.

2.20.1 Recommendation

Convene a small group to review the advisory format and coordinate/complete recommended revisions prior to the start of the next severe weather season.

2.21 Missile Launch - Print Out to Severe Weather and ZJX Positions

Currently, the missile launch information prints to the ZJX position in the East area. The severe weather specialists would like to get a copy to their unit because a launch can effect aircraft routings.

2.21.1 Recommendation

Print missile launch information to both East area and the severe weather unit.

2.22 Convene a Workgroup to Address Military Issues

Military operations have increased due to the events of September 11th. These operations require good coordination and communications between the ATCSCC and the military.

2.22.1 Recommendation

Convene a workgroup to address military coordination procedures.

Section 3

Task Assignment Matrix

The following matrix corresponds to Section 2, review discussion topics and recommendations. The table item number refers to the discussion topic.

Table 3-1. Task Assignment Matrix

Item #	"TO DO" Task	Point of Contact	Update Date	Due Date
2.1	Philadelphia (PHL) departures restrictions during SWAP events	PH		October 31
2.2	Severe Weather advisory printout	PH (CSA)		November 30
2.3	Relocation of the ARINC printer	PH		November 30
2.4	Processing of airline non-pref route request	PH		November 30
2.5	Additional Flow Constrained Area (FCA) and Departure Spacing Program (DSP) training.	JN EG		March 15
2.6	Cordless headsets	GY		December 15
2.7	Severe Weather position assignments	GY		December 30
2.8	Email "sent" messages	GY		December 30
2.9	Miles-in-Trail associated with Severe Weather reroutes	KE GI		November 15
2.10	Positive recognition for select facilities	JN (PH)		November 10
2.11	Constructive feedback for select facilities	NTMO/NO M		December 30
*2.12	Electronic whiteboard	GY JN HG JD		March 31
2.13	Severe weather staffing and shift coverage	PH		December 30
2.14	Route advisory tools (RAT)	JR	October 15	March 31
2.15	Corridor Integrated Weather System weather (CIWS) evaluation	EG	November 30	TBD
2.16	Coordination between severe weather and other Areas	KE		December 15
2.17	Physical layout of the Severe Weather Unit	PH GI		December 31
*2.18	Orientation/familiarization training	GY JD	December 31	February 28
2.19	SPT review	PH		November 30
2.20	Advisory format	EG	December 15	March 31
2.21	Missile launch - print out to severe weather and ZJX positions.	PH	November 30	
2.22	Convene a workgroup to address military issues	PH		December 31

* Initial work to be conducted on October 14-15, 2001.

Section 4

Recommended Changes to Notice DCC N7200.XX

❖ Notice DCC N7200.XX comments

- SUBJ: *east/west area coordinator*
- 5. Responsibilities
 - 5a. The traffic *area* coordinator shall coordinate *with* the *affected* areas of specialization/functions within the ATCSCC. – **Delete the remainder of the paragraph.**
 - B1: Serves as focal point for all ground stops and subsequent release for routes. *Coordinates with other areas as appropriate.*
 - B2: Convey route constraints to Severe Weather coordinator, including associated miles-in-trail restrictions, passbacks, and *associated or anticipated delays*, if known
 - B3: Work with NTMO/NOM/CIC to establish task priorities and staffing requirements.
 - (B4: Maintain a list of pending tasks, including time received, priority assigned, and position responsibility) *delete*
 - (B5: Participate in User telephone conferences [TELCON] and coordinate actions with NTMO's/traffic management specialist [TMS])-*delete*
 - (B6: Participate in Eastern /Western region TELCONs and coordinate actions with NTMOs/TMSs).- *delete*
 - B7: *Assist in* updating information on the Operational Information System (*OIS*) when able.
 - B8: Assist in documentation of Logs as needed
 - (B9: *Assist NTMO in identifying area issues and staffing requirements.*) – *delete, moved staffing req. to B3*

➤ 6: Procedures

- *When an* operational benefit is anticipated, the coordinator position will be activated by the NOM.

Section 5

Severe Weather Unit Physical Layout Recommendation

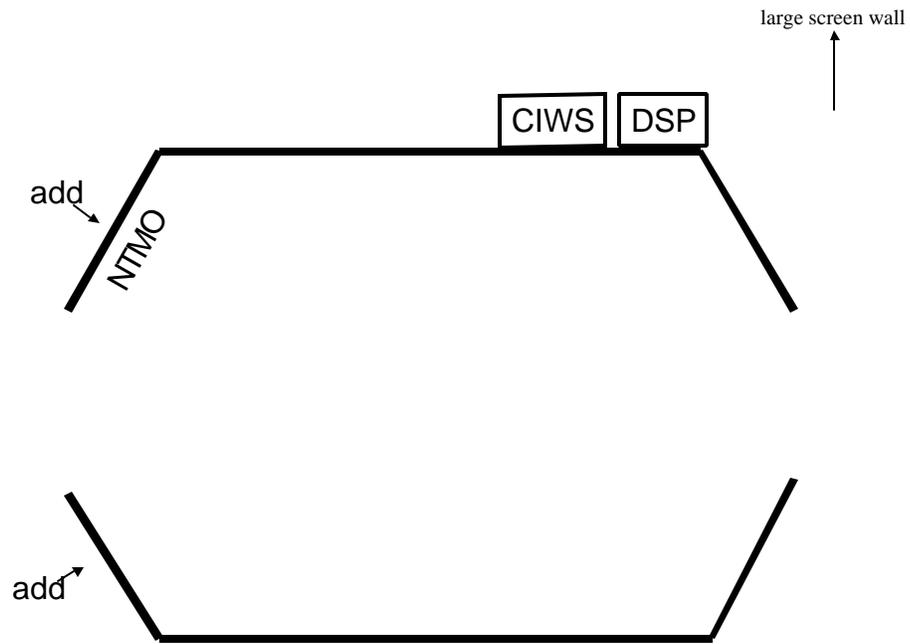


Figure 5-1. Recommendation for Severe Weather Unit Layout

Section 6

Additional Comments and Ideas

Additional sessions were held on October 16-17, 2001, which included participation from airline representatives, military, and Atlanta center.

This section captures the discussions and ideas derived from those sessions.

Additional Participants included:

Bill Leber (NWA), Bill Cranor (USA), Riley Shamburger (ASA), Mike Ogels (ZTL), and Peter Wyman (military liaison)

Chuck Vomacka from the ATCSCC automation department briefed the group on the progress of the Playbook/TSD interface.

Mark Libby and Bill Leber briefed the group on the status of the “Enroute Constraint team” and their efforts to identify alternatives to GDP in support of SWAP.

Issues that the group felt should be delivered to the MTO’s for their review and consideration:

- North Atlantic Track (NAT) standardization with ZBW, ZNY, ZDC, and ZTL.
- Reference item number 2.1 in Section 2, Philadelphia departures restrictions during SWAP events, it was felt that the suggested workgroup should include a representative from the ATCSCC.
- Review using low altitude departure routes from the New York metro airports.
- Review deep-water route usage both north and south bound.
- Evaluate how the procedures used by ORD tower can be applied to New York airports for balancing arrivals with departures. For example when ORD is VFR with 100 arrival rate, and convective weather is impacting eastbound departures, the ORD tower reduces the arrival rate on the airport to balance the inbound / outbound demand.

Suggested training road-show items for 2002:

- Discuss timeliness of returning to normal routes after weather impact is no longer a factor (pathfinders, etc)
 - Pathfinders – 45 minutes - 1 hour ahead of route opening (lead-time)
- Discuss tools available to the ATCSCC to evaluate opening and closing of routes with the facility (i.e. CIWS)

- Discuss the advisories, format, times, etc.

Suggested discussion during the SPT review:

- Risk/reward for the wait and see approach vs. the proactive approach

Suggestions for additional analysis work:

- Evaluate what the effects of using GDP in support of SWAP (proactive approach) vs. not using GDP's and managing with ground stops only (reactive approach). Putting hard numbers to each condition.

Suggestion for improved communication of the Severe Weather Unit:

- Test an open SWAP-line (like eastern region hotline)
- Extra ring down lines for:
 - ZNY - one arrival, one departure
 - ZOB – one enroute flow, and one for airport
 - ZAU – three - one arrival, one en-route, one over-flight

Suggestion to add a position to ATCSCC ZNY position:

- One for arrival
- One for departures

Additional Ideas/concepts:

- Issue reroute advisories using p-time and boundary crossings
- Develop strategy for sharing IDS4 type info
- Structured tactical updates
- ATA should canvass its members for feedback prior to the SPT review or send out an SPT customer questionnaire.
- Stress the use of pre-SPT checklist
- Add military representatives to the S2K+2 training teams

Section 7

Participants

Name	Area of Responsibility	E-mail
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Appendix A

Draft Notice for FEA/FCA – N7210.XX**NOTICE**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**N 7210.XXX**

Cancellation Date:

SUBJ: Flow Evaluation Area (FEA) and Flow Constrained Area (FCA) Procedures

1. **PURPOSE.** The purpose of this notice is to augment FAA Order 7210.3, Chapter 17 by establishing procedures for the development, coordination, and usage of FEA's and FCA's.
2. **DISTRIBUTION.** This notice is distributed to select offices in Washington headquarters, regional offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, all Air Traffic field facilities, international aviation field offices and interested aviation public.
3. **EFFECTIVE DATE.** January XX, 2001.
4. **BACKGROUND.** The FEA and FCA are a result of functionality transferred from the Collaborative Routing and Coordination Tool to the Traffic Situation Display (TSD). They are designed to evaluate and mitigate the potential adverse impact to the Federal Aviation Administration and users during periods of severe weather or other events that impact the National Airspace System (NAS). The FCA is one of several initiatives that have been underway to improve National Airspace System (NAS) performance through "Collaborative Decision Making." It provides a mechanism of automated data transfer, as well as, a common situational awareness to Air Traffic personnel and NAS users.
5. **DEFINITIONS.** A Flow Evaluation Area (FEA) is a function on the TSD that enables Traffic Management personnel to examine the demand on any volume of airspace or NAS element for a specified time period. Flow Evaluation Areas are internal within the FAA. If the evaluation of the FEA indicates additional action is necessary, the ATCSCC will release the information through the "public" option at which time it becomes an Flow Constrained Area. FEA/FCA "active" time is based on aircraft penetration time of the FEA/FCA.

6. POLICY. FCA's are utilized in the Strategic Planning process. Usage of FEA's for tactical purposes shall be determined locally.

7. RESPONSIBILITIES.

- a. Air Traffic Control System Command Center (ATCSCC) shall:
- (1) Operate as Office of Primary Interest (OPI) at the national level.
 - (2) Conduct a review of the submitted FEA's and process them in a timely manner for inclusion on the Strategic Planning Telephone Conference (TELCON).
 - (3) Assign FCA's names with the following naming convention. The first three letters are "FCA" then chronological numbers commencing at 001 each day. Utilize the FCA name in the SPO and in Severe Weather reroutes in response to the FCA.
 - (4) Develop FEA/FCA's, as necessary. Additionally, the ATCSCC will review FEA's submitted by field facilities and if necessary, merge adjacent FEAs into an FCA that encompasses multiple facilities.
 - (5) Notify users and field facilities of activation/deactivation of FCA's through the ATCSCC Advisory System.
- b. The Air Traffic Division shall:
- (1) Ensure facilities input and analyze FEA's as needed.
 - (2) Submit suggestions for improving the process, when applicable.
- c. Air Route Traffic Control Centers shall:
- (1) Develop and analyze FEA's within their Flight Information Region and nearby areas. Coordinate with terminal facilities that may be impacted by an FEA or that wish to submit an FEA.
 - (2) Be prepared to discuss FEA's submitted to the ATCSCC. The discussion should include mitigation strategies, alternatives, and time parameters for managing the FEA/FCA.
 - (3) Ensure they do not use "FCA" as the first three letters in naming their FEAs.
- d. Terminal facilities shall coordinate with their host ARTCC for all matters pertaining to FEA's/FCA's.

8. PROCEDURES.

- a. En route facilities submit FEA's they wish to have considered for status as an FCA to the ATCSCC as soon as possible. Concurrently, facilities shall notify the ATCSCC the FEA was submitted and its name.

b. If the ATCSCC concurs with the assessment that an FCA should be created, it shall do so and make it “public.” All FCAs to be discussed on the Strategic Planning TELCON will be listed on Advisory in advance of the TELCON.

c. The Strategic Planning TELCON will determine the response to the FCA. If traffic management initiatives are required, the level of response will be determined by the magnitude of the event. The ATCSCC will include FCAs and the strategies identified for managing the FCA on the Strategic Plan of Operation. Additionally, if routes are implemented in support of the FCA, the ATCSCC will indicate the FCA name on the reroute Advisory.

d. Users will have initial responsibility for FCA avoidance; however, FAA facilities shall ensure that impacted positions, sectors, and/or facilities are notified of the FCA. A time frame will be established on the Strategic Planning TELCON for users to respond to the FCA.

NOTE: If users elect to avoid the FCA, they should enter the FCA name in the “Remarks” section of the flight plan.

e. FCA’s expire at the time stated, unless cancelled or extended via an ATCSCC Advisory. If the FCA is extended, the ATCSCC will issue the Advisory no less than 15 minutes prior to the expiration time.

John W. Kies,
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Air Traffic Tactical Operations, ATT-1

DRAFT 3

Appendix B

Background Notes

2001 Internal Severe Weather Review

Tuesday, October 9, 2001

Planned Briefings

Review days – 6/12/01 and 7/5/01 (Mark Huberdeau)

RAT (Keith Campbell)

CRCT (Mark Huberdeau)

Friday test FEA/FCA (Ed Corcoran)

Multiple routes (Jeff Richards)

CIWS (Jim Evans)

DSP

.....
Accuracy of CCFP

Opening/closing of routes

CCFP criteria – coding/impact

Modification to reroutes

ZLA training

Issues

ZLA tmc understanding

ZFW: expiration time on advisories

East/severe weather – what we can do for each other

Training about what to do

East coordinator: positive (when on)

Multiple route issue

ZOA/ZSE – one route /play

ZLA/ZAB – another route/play

ZFW/ZHU another route/play

Confusing

Multiple playbook routes to multiple facilities

Automated matrix

MIT – close the loop

Transcon routes – from areas

Standardized use of the whiteboard

Template to display

Who should have access

Sent messages: show all 6 nodes

PHL departures

Advisories: print out on 1 printer

ARINC printer – TCA position

OIS position assignments – by center group

Reinforce roll of coordinator

Non –prefs TCA

TCA reroutes

Premature closing of routes

Slow Reopen of routes

Timeliness of pathfinders

Tie into ITWS/CWIS

Cordless headset for NY hotline

Hotline: not a stand-alone

Status of chokepoints initiatives

T.M. by never ending

Tests

Share data with SPT

Training for DSP and FCA

Coordinator roles – review

Formal acknowledgment to ZOB/ZNY/ZME/Canada

Managing impact of CAPS

ZDC/ZKC/ZFW uncooperative (FEEDBACK)

SPT “planning” process

Spt Jargon “vs” Plan

- coordination between SPT and severe weather
- Dealing with negative or lack of external input to SPT
- Evaluate short/long term SPO time frames
- Clean up CDR database
- Link CDR’s to plays
- Plays to join AR’s
- Streamline VS route coordination and use (Troy)
- Additional routes through Canada

SPT authority

Issue – internal, or external

Accountability – reinforce

Checklist – be prepared

Process between east/west and severe weather

Communication

Teamwork

Layout of severe weather

Staffing and shift coverage

.....
Afternoon session – begin on “to do” list

Advisory- XXX route advisory (subject header for OIS)

Keep current

No routes available

Individual pages (i.e. ZFW/ZAU/ZNY)

Departure/Destination/Route/Advisory #

Parsed from Advisory

Link with RAT Tool

Composite page

Airport page

Route page

Freehand

Staffing numbers

21 severe weather

11 SPT

3 NTMO's

ZLA: near-term reroutes; use SPRT function; retain original list; change back when required; stop questioning our (ATCSCC) judgement; better phone system.

ZDC: improve internal communications (example J6; coordinating route closing on J6 with severe weather and at the same time coordinating MIT on J6 with the east area, which is TMU contradicting themselves); overreaction; slow to recover; slow to reopen routes; lack of solutions/alternatives; questionable requests for the VACAPES areas

ZFW: look at internal initiatives prior to requesting external additional assistance; transition to normal routes takes time; do not use ITWS for long term decisions; advisory end time (p time)

For DCC East: evening shift don't cancel GDP's too early

PHL departures: if no J64 ... for PHL – ORD/MKE/MDW/DTW/CLE

To Carmine Gallo and Bob Everson through NOM

CCFP: – better than last year

SPT issue: participation on the CCFP chat room

Open/close routes: still need two call-signs (not always appropriate); need good data to argue our point; Pilots notify dispatch of en-route deviations – AOC notify SPT; get pathfinders call-signs and follow-up

Layout of severe weather area: move ARINC printer to where CIWS is located (swap them); east / west coordinators and severe weather coordinators staffing committed at all times;

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To do list

Board 1

Address coordination between severe weather and SPT - *KE*

Address coordination between severe weather and East/West - *KE*

Rethink layout of severe weather

Develop severe weather orientation / familiarization for east/west - *GY*

Address severe weather / SPT staffing and shift coverage

Develop / reinforce role of severe weather / east /west coordinators - *KE*

Review SPT authority

Address SPT planing process – Jargon vs planning

Managing negative / No input

Board 2

MIT associated with severe weather routes - *KE*

Positive recognition for ZOB/ZNY/ZME/ ZTL/ZJX /Nav Canada – *JN*

Positive feedback (thru PH thru Jack/Linda)

Training / feedback for ZDC/ZKC/ZFW/ZLA – *constructive feedback thru NTMO, NOM to TMO, STMS*

Develop electronic whiteboard format – *GY/JN/HG*

Develop reroute matrix/table

Address meaning of an advisory's end time - *EG*

Accuracy of the CCFP - *CR*

Criteria / coding

Opening / closing routes – CIWS – *EG if CIWS is a good tool*

Security desk

Board 3

PHL departures during SWAP events

Print advisories on one printer – *NOM (automation, CSA)*

ARINC printer – TCA position - *NOM*

Non-prefs request – TCA position - *NOM*

FCA and DSP training – *JN/EG*

Cordless headsets – NY hotline - *GY*

OIS position assignments – *GY*

Sent messages on one node – *GY*

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Wednesday, October 10, 2001

Coordination between severe weather – east/west

- What worked well

- East coordinator
- Early decision for GDP in support of SWAP
- Timely communication to individual positions
- Tracking “Gate” status – whiteboard (unable to read from EAST area)
- Ground stops
- What needs improvement
 - No route/ground stops
 - Staffing of east/west coordinator
- Communication Issues
 - MIT: NY westbound
 - In/out ORD
 - Not talking to each other
 - MIT pass-back—getting the full picture
 - Eyes down
 - Customer service focus and interactions
 - Recommendation – use OIS to post severe weather position assignments – who’s working what
 - Recommendation – all request go through the coordinator position
 - Terminal constraint
 - En-route constraint
 - Portions of flows

Managing ground stops

- If ground stop/GDP for thunderstorms- coordinate with severe weather prior to exiting ground stop
- *Staff east/west coordinator position – define the job – define the season [(4/1 – 9/30, during SWAP events) still needs discussion]
- Group to define the roles/responsibilities- reps from east/west/severe weather/SPT/TCA

- What makes and breaks a coordinator
 - No phones – (stay off the phones as a general rule, or minimal usage)
 - Be mobile (T.M.B.W.A)
 - Keeping status information up to date
 - Communicate/dialogue with specific positions
 - Coordinate ground stops
 - Able to be identified
 - Not the CIC
 - Aware of SPO
- ❖ Idea: east/west/severe weather NTMO ---- SPT telcon
- Coordination between SPT – severe weather
- What worked well
- What needs improvement
- Communication issues
 - Real time updates during SPO, area specialist update etiquette
 - TMS follow – through with SPT items
 - Active collaboration

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Afternoon – October 10, 2001

- RAT presentation by Keith Campbell (MITRE)

Staffing and Layout

- **Staffing:**
 - Day = 5
 - Eve = 6
 - Total staffing = 24
 - 5am shift = no
 - 4pm – midnight = yes

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Thursday Morning, October 11, 2001

CRCT briefing (Mark Huberdeau)

FEA/FCA draft – briefing (Ed Corcoran)

- Notice: N7210.XXX

CIWS – briefing - testing – applies –training – or scrub

Glossary

ARTCC	Air Route Traffic Control Center. Regional FAA en-route control centers.
ATC	Air Traffic Control
ATCSCC	Air Traffic Control System Command Center. The FAA's facility for centralized traffic flow management.
CAP	Combat Air Patrol (airspace reserved for military aircraft)
CAP	Capping – in reference to altitude
CCFP	Collaborative Convective Forecast Product
CDR	Coded Departure Route
CRCT	Collaborative Routing Coordination Tool
CTAS	Center Tracon Automation Sequencing
CZY	Toronto Center
DFW	Dallas/Ft. Worth International Airport
DSP	Departure Spacing Program
DSS	Decision Support System
ESIS	Enhanced Status Information System
ETMS	Enhanced Traffic Management System
ERAMM	EnRoute Automation Modernization
FAA	Federal Aviation Administration
FCA	Flow Constrained Area. An FEA published by the ATCSCC
FEA	Flow Evaluation Area - A flexible defined area of airspace potentially subject to Traffic Flow Management initiatives
FDEP	Flight Data Entry Processor
FSM	Flight Schedule Monitor. Decision support tool for managing ground delay programs.
GCDR	Graphical Coded Departure Routes
GDP	Ground Delay Program
HOST	ATC Host Com

LAADR	Low Altitude Arrival and Departure Routes
MIT	Mile in Trail
MOU	Memorandum of Understanding
N90	New York TRACON
NAS	National Airspace System
NATCA	National Air Traffic Controller's Association (Union)
NDB	Non-directional Beacon
NOM	National Operations Manager
NOTAM	NOTice to AirMen
PC	Personal Computer
PHL	Philadelphia International Airport
POET	Post Operational Evaluation Tool
SOP	Standard Operating Procedure
SPO	Strategic Plan of Operations
SPT	Strategic Planning Team
STL	Lambert – St. Louis International Airport
STMC	Supervisor Traffic Manager Coordinator
SUA	Special Use Airspace
SWAP	Severe Weather Avoidance Plan
TAAP	Tactical Altitude Assignment Program
TMC	Traffic Management Coordinator
TMO	Traffic Management Office
TMU	Traffic Management Unit
TRACON	Terminal Radar Approach Control
Tunnel	Low altitude arrival or departure procedure
VS Routes	VACAPES SWAP Routes
WARP	Weather and Radar Processor

ZAB	Albuquerque ARTCC
ZBW	Boston ARTCC
ZDC	District of Columbia ARTCC
ZID	Indianapolis ARTCC
ZJX	Jacksonville ARTCC
ZKC	Kansas City ARTCC
ZMA	Miami ARTCC
ZMP	Minneapolis ARTCC
ZNY	New York ARTCC
ZOB	Cleveland ARTC

