Headline News: Your Daily Brief
Digesting the NAS With Your Coffee

PRESENTED BY:
Jim McClay, NBAA Air Traffic Services
What is NBAA Air Traffic Services (ATS)?

• A team of NBAA Air Traffic Management Specialists
• Previously known as the NBAA GA Desk
• Located at FAA Air Traffic Control System Command Center
• Provide air traffic information and assistance to NBAA Members and ATS Subscribers
• Represent interests of Business Aviation in the daily operation of the National Airspace System (NAS)
What we want to cover today

• Why should you add NAS considerations to your pre-flight planning?
• What terminology can you expect to see?
• What online NAS resources are available?
• When should they be used?
• How should they be used?
Quiz question #1

• On average, how many aircraft are operating in the NAS at any given time?
  a) 500
  b) 2,000
  c) 5,000
  d) 50,000
Quiz question #1

• The answer is c - 5,000
Why look at the NAS during preflight?

• It’s the environment you operate in
• Most flight plan service providers will brief you about weather and NOTAMs – many will NOT brief you about air traffic issues
• You give yourself the opportunity to avoid delays
• It’s easy to do
First, some basic terminology …

- Ground stop
- GDP
- AFP
- Reroute
What is a ground stop?

- Used to manage traffic to a specific airport
  - For arrivals ONLY
  - For arrivals to the ground stop airport ONLY
  - Departures from the airport not affected
- Used when traffic to an airport needs to be slowed down or stopped for a relatively short period of time
- Traffic is held at their departure airports in order to reduce pressure on the destination airport
- Ground stops do NOT result in EDCTs – they result in update times
What is a GDP?

- GDP = Ground Delay Program
- Used to manage traffic to a specific airport
  - For arrivals ONLY
  - For arrivals to the GDP airport ONLY
  - Departures from the airport not affected
- Used when traffic to an airport needs to be slowed down for several hours
- Delays are issued to spread out the demand and reduce pressure on the airport
- Expect Departure Clearance Times (EDCTs) ARE issued
What is a AFP?

- AFP = Airspace Flow Program
- Used to manage traffic through a specific piece of airspace
  - Basically measure traffic across a line in space
  - Not airport-specific
- Used when enroute traffic through an area needs to be slowed down
- Delays are issued to spread out the demand and reduce pressure on the airspace
- Expect Departure Clearance Times (EDCTs) are issued
What is a reroute?

- Basically, a reroute moves traffic from where they would normally go.
- Reroutes are issued by FAA Advisory and tactically by ATC.
- Some reroutes are required, others are simply recommended.
Quiz question #2

- Which of the following will NOT result in an EDCT?
  a) GDP
  b) AFP
  c) Ground stop
Quiz question #2

- The answer is c – ground stop
Online NAS resources – fly.faa.gov
Operational Information System (OIS)

• Suggested “first stop” when checking NAS conditions
• Real-time “dashboard” view of the NAS
  • Delay programs
    • Ground delay programs (GDPs)
    • Airspace flow programs (AFPs)
  • Ground stops
  • Arrival/departure delays
  • Airport closures
• www.fly.faa.gov/ois/
# Operational Information System (OIS)

## NATIONAL AIRSPACE SYSTEM STATUS

### NATIONAL PROGRAMS

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**NBAA Air Traffic Services | SDC2016**
A bit more terminology …
What does “scope” mean?

- Scope refers to what flights are captured in a GDP or ground stop
- Can be defined by
  - Center
  - Distance
  - Tier
- Centers are abbreviated by 3-letter codes beginning with the letter “Z”
  - ZNY = New York Center
  - ZDC = Washington Center
  - ZAU = Chicago Center
  - etc.
Quiz question #3

• Speaking of enroute centers (ARTCCs), how many are there in the NAS:
  a) 5
  b) 12
  c) 15
  d) 20
Quiz question #3

• The answer is d – 20 enroute centers in the NAS
What does “scope” mean?

Scope by Center
(ex. ZBW+ZNY+ZOB)
What does “scope” mean?

Scope by Distance (ex. 1000MILES+CZY)

TEB 1000 nautical mile scope
What does “scope” mean?

Scope by Tier
(ex. 1STTIER+CZY)

TEB tiers:
1STTIER
&
2NDTIER
## Operational Information System (OIS)

### National Airspace System Status

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### Miscellaneous

- This is not a complete list of Runway/Equipment Status. Please consult the current NOTAMs for complete information.
- Facility Description

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**NBAA Air Traffic Services | SDC2016**
Quiz question #4

- Before we talk about the Current Reroutes page, please answer the following true/false question:
- Reroutes are always required.
  a) True
  b) False
Quiz question #4

• The answer is false – not all reroutes are required
Current Reroutes Page

• Summary of all current FAA-issued reroutes
  • Required
  • Recommended
  • FYI
• Links directly to Advisories Database (more on that in a moment)
• www.fly.faa.gov/ratreader/
Current Reroutes Page
# Current Reroutes Page

This page refreshes every minute. Last updated Tue, 06 Sep 2015 13:37:40 UTC

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**ATCSCC ADVZY 027 DCC 09/08/2015 ROUTE RQD /FL**

**RAW TEXT:**
- ATCSCC ADVZY 027 DCC 09/08/15 ROUTE RQD /FL
- RAW TEXT: PMH 1_PARTIAL
- CONTRAINTED AREA: ZIC
- REASON: WEATHER
- INCLUDE TRAFFIC: BWI/DCA/MDL/PHL DEPARTURES TO ABQ/BUR/LAS/LAX/LGB/PHL/SAN/SNA/VNY
- FACILITIES INCLUDED: ZAB/ZDC/ZTV/ZIL/2LA/ZME/VNY
- FLIGHT STATUS: ALL_FLIGHTS
- VALID: ETD 081000 TO 081500
- PROBABILITY OF EXTENSION: LOW
- REMARKS: REPLACES/EXTENDS ADVZY 002
- ASSOCIATED RESTRICTIONS: SEE HTML
- MODIFICATIONS:
- ROUTE:

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Advisories Database

- Daily “journal” of what is happening in the NAS
- Advisories are issued for any significant development in the NAS
  - Delay programs
  - Ground stops
  - Reroutes
  - Short-term airport closures (aircraft incidents)
  - Volcanic ash advisories
  - Operations plans
- [www.fly.faa.gov/adv/advAdvisoryForm.jsp](http://www.fly.faa.gov/adv/advAdvisoryForm.jsp)
Current Reroutes Page
Advisories Database

By using our Advisories Database Selection Form, you can choose to see ATCSCC and/or Canadian advisories from among those sent within the past 15 days.
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**Note:** The above table displays a selection of advisories for the specified date. The format and content of the advisories are subject to change based on the actual data available in the ATCSCC database.
### Advisories Database

#### ATCSCC Advisory

**ATCSCC ADVZ Y 030 DCC 09/08/2015 OPERATIONS PLAN**

RAW TEXT: ATCSCC ADVZ 030 DCC 09/08/15 OPERATIONS PLAN

**VALID 1400 AND LATER**

**TERMINAL CONSTRAINTS:**
- NYCETS-HIN
- ATL/WLA/LLA/TPA/DTW/MSP-VCTC
- NCD/CLT/ORD/MSP-TSBA
- IAF-MNY 04L/22R CLOSED
- DFW-RWY 03L/21R, 00L/27R CLOSED
- DEN-RWY 17L/35R CLOSED
- SEA-RWY 16G/34C CLOSED
- LAX-RWY 06L/24R CLOSED

**EN ROUTE CONSTRAINTS:**
- ZNA/ZDC/ZJK/CPA/ZUB/ZMN/ZNK/ZJX-TSRS
- ZNA/ZDC/ZJK/CPA-OFFSHORE MILITARY ACTIVITY THRU SEPT. SEE NOTAMS

**CONVETIVE ACTIVITY FROM THE MIDDLE MISSISSIPPI VALLEY, UPPER MIDWEST INTO THE UPPER GREAT LAKES DEPICTED IN CAUWS 030. STRUCTURED ROUTES/TRAFFIC MANAGEMENT INITIATIVES IN PLACE WITH ADDITIONAL STRUCTURED ROUTES POSSIBLE. EAST 2 ORS, NORTHEAST TO MSP, MSP SOUTH-EAST PARTIAL, PMN 1 PARTIAL ROUTES HAVE BEEN EXTENDED. WEST 2 DTH ROUTE HAS EXPIRED. LISTED BELOW ARE THE POSSIBLE ROUTES THAT WERE DISCUSSED ON THE ROUTE PLANNING WEBINAR.**

1. ROUTES
   - UNTIL 1500 - EAST 2 DEN
   - UNTIL 1600 - PMN 1 PARTIAL (OCM/TPS TO ZAB/TLA)
   - UNTIL 1600 - NORTHEAST TO MSP
   - UNTIL 1600 - EAST 2 ORS
   - UNTIL 1700 - MSP SOUTH-EAST PARTIAL

**POSSIBLE ROUTES**
- AFTER 1700 - CDN/JFK WIND ROUTES EXPECTED
- AFTER 1500 - PMN 3 PARTIAL (TEXAS TO KMN) POSSIBLE
- AFTER 1500 - PMN PARTIAL (ZAB/TLA TO ECP/PHL) POSSIBLE
- AFTER 1500 - LEV WEST PARTIAL (SOUTHEAST TO ZAB/TLA) POSSIBLE
- AFTER 1500 - VQZ PARTIAL (TEXAS TO ECP/PHL) POSSIBLE
- AFTER 1500 - PMN 1 PARTIAL (KMN TO ZAB/TLA) POSSIBLE
- AFTER 1500 - ABI PARTIAL (ZAB/TLA) POSSIBLE
- AFTER 1500 - GTH 2 (ZAB/PHL TO ZAB/TLA) POSSIBLE
- AFTER 1500 - CAN YOT WEST 2 (CDN/JFK TO PACNW) POSSIBLE
- AFTER 1500 - CAN SSM WEST 2 (CDN/JFK TO PACNW) POSSIBLE

2. ZAU
   - UNTIL 1000 - ORB GROUND DELAY PROGRAM
   - AFTER 1000 - ORB/ORD GROUND DELAYS POSSIBLE
Other airspace resources

• Due to time constraints, we can only talk about 3 resources
• Many other resources available at www.fly.faa.gov
  • EDCT Lookup tool
  • Current Restrictions
  • National Playbook
  • .... and more ....
Other airspace resources

- NBAA Glossary of Traffic Flow Management Terms
  - www.nbaa.org/ops/airspace/tfm/glossary/
- NBAA web site
  - www.nbaa.org/ops/airspace/tfm/
Quiz question #5

• Before I leave you, let’s do one more trivia question:

• You’re back in your scheduling office, looking at the day’s upcoming flights. You want to review the resources I have shown you today. The correct place to go is:

  a) flying.faa.com
  b) fly.faa.gov
  c) faa.com
  d) flydelayfree.net
Quiz question #5

- The answer is b – fly.faa.gov
Questions?
NBAA ATS Contact Information

- General - airtraffic@nbaa.org
- Jim McClay – jmcclay@nbaa.org

- For more information about TFM:
  - www.nbaa.org/ops/airspace/tfm