

## S2K+5 Action Items

The following ten (10) items are action items from the S2K+5 events held in Denver, Colorado; Dallas, Texas; Morristown, New Jersey; and Phoenix, Arizona; during the spring of 2005. With your help this area will be updated regularly with the latest information and status of each item. The designated **Point Of Contact** for each item should contact Paul Branch any time there is a change of status or update for their particular area so that we can make changes/updates to this area.

**[Paul.branch@faa.gov](mailto:Paul.branch@faa.gov) 703-904-4445**

### **Action Item 1**

**Issue Statement:** Transcon flights during ground delay programs - GDP cancellation times may not be communicated expeditiously.

**POC: Jim Enders**

**Recommendation:** ATCSCC needs to communicate more clearly the expected GDP ending time. Provide as much lead-time as possible to assist customers in reducing delays. Brief key personnel on the need for timely communication and collaboration.

**Action Plan:**

- a. Briefing Item to all Planners will be completed by August 31, 2005.
- b. Read and Initial item will be posted by August 31, 2005, to advise specialists of the customer concern in this area. Emphasis will be placed on providing a projected end time and exit strategy, such as "ORD GDP expected to terminate at 20z with MIT. Customers may expect some DSP delays due to the MIT restrictions". Customers should keep in mind that conditions may change rapidly and the projected end/exit strategy may not be appropriate, such as if fog lifts suddenly and a normal AAR is immediately available.

**Action Status:**

**Update: 10/1/05**, this item is considered to be open.

### **Action Item 2**

**Issue Statement:** Transcon flights during ground delay programs - Can there be exemptions for Transcon flights arriving at GDP airports because the flight is taking the delay many hours in advance?

## **POC: Jim Ries**

**Recommendation:** A better understanding of the customer's requirements is needed. Perhaps this issue should be taken to the CDM Stakeholders Group (CSG) for more discussion and definition of the issue.

### **Action Plan:**

- a. Item to be explored at the September CDM meeting.
- b.

### **Action Status:**

**Update: 10/1/05**, this item is considered to be open.

## **Action Item 3**

**Issue Statement:** Customers are interested in obtaining more information about how the NAS, and the Traffic Flow Management System, operates.

## **POC: Steve Bell**

**Recommendation:** Individuals can contact the FAA ATCSCC Training Department to make inquiries regarding current offerings and space availability.

### **Action Plan:**

- a. Increase the availability of information to FAA-external entities.
- b. Structure the traffic flow management training process to better meet national needs.

### **Action Status:**

**Update: 06/24/05**, completed the TFM conference regarding the future of TFM training. Outcomes include developing and implementing a national traffic flow management training structure to ensure national training needs are identified and met.

**Update: 10/1/05**, this item is considered to be open.

## **Action Item 4**

**Issue Statement:** The concept of a closed route is misunderstood and it is not clear when a route may be available for use.

### **POC: Dan Smiley**

**Recommendation:** Implement the Severely Constrained Area (SCA) concept. Refine the concept by defining: 1) levels of a constraint (e.g., light, moderate, or severe); 2) pathfinder policy and usage; and, 3) appropriate controller determination of route closures.

FAA: Track progress of SCA concept worked by ATCSCC procedures

FAA: Provide appropriate education and training and conduct a 7210.3 review

Customer: Develop procedures and conduct required training

### **Action Plan:**

- a. FAA will track progress of SCA concept worked by ATCSCC procedures.
- b. FAA will provide appropriate education and training and conduct a 7210.3 review.
- c. FAA will submit a Document Change Proposal (DCP) to the FAA Order 7210.3, Chapter 17, Section 12, adding a note that encourages facilities to keep routes open, in lieu of closing them, with significantly increased mile-in-trail (mit) or minutes-in-trail (e.g., 100 mit). A notice will be issued in addition to the DCP and implementation is expected no later than November 30, 2005.
- d. Customers will develop procedures and conduct required training.

### **Action Status:**

**Update: 10/1/05**, this item is considered to be open.

## **Action Item 5**

**Issue Statement:** Test Coded Departure Routes agreements are not being thoroughly shared with the customers.

### **POC: Mark Libby**

**Recommendation:** Develop a methodology for sharing the test Coded Departure Routes agreements.

**Action Plan:**

a. The Flow Evaluation Team has formed a CDR sub-team led by Dr. Phil Smith to work this issue. The group is made up of a variety of stakeholders, including NBAA.

b.

**Action Status:**

**Update:** 10/1/05, this item is considered to be open.

**Action Item 6**

**Issue Statement:** Monitor Alert Parameter values may be too low now that DRVSM has been implemented.

**POC: Jim Ries**

**Recommendation:** Review Monitor Alert Parameter values based on DRVSM implementation. TMO's should respond to the CDM DRVSM work group (WG) to perform review of MAP values in high sectors. TMO's could adjust MAP value by (+/- 3) as a benefit of DRVSM and communicate changes back to DRVSM workgroup

**Action Plan:**

a. Item to be explored at the September CDM meeting.

b.

**Action Status:**

**Update:** 10/1/05, this item is considered to be open.

**Action Item 7**

**Issue Statement:** Monitor Alert Parameter calculation formula does not appear to be adequate and should be re-validated.

## **POC: Jim Ries**

**Recommendation:** Review MAP calculation formula. Ensure all stakeholders understand MAP values. TMO's should review MAP values as triggers to mandatory traffic management initiatives.

### **Action Plan:**

- a. Item to be explored at the September CDM meeting.
- b.

### **Action Status:**

**Update: 10/1/05**, this item is considered to be open.

## **Action Item 8**

**Issue Statement:** Review and validate facility Letters of Agreements (LOA's)

## **POC: Managers of Tactical Operations (MTO's)**

**Recommendation:** Review and validate facility Letters of Agreements (LOA's). Check LOAs, SOPs, and facility operating handbooks to validate altitude restriction between sectors, and feeder sectors. Show if changes will provide cost savings; perform System Operations review on a regular cycle. Ensure more consistent use of procedures (e.g., visual separation on departures) that improve system performance; closely scrutinize and validate the use of any type of restrictions that reduce throughput.

### **Action Plan:**

- a. MTO's will poll every facility within their area of responsibility to gather all the pertinent information.
- b. MTO's will provide to the Director of System Operations a compilation of their findings relative to the items listed in the recommendation above.
- c. MTO's will develop and implement a systemic plan to ensure system performance is closely scrutinized and to ensure review/validation of procedures/restrictions on at least an annual basis. The plan will be provided to the Director of System Operations.

- d. MTO's will provide to the Director of System Operations an annual report of their findings in accordance with the plan developed above.

**Action Status:**

**Update:** **9/12/05**, the Midwest MTO (ZAU, ZMP, ZKC, ZMP) has completed the gathering and compiling of findings and submitted a report of these to the Director. The Southwest MTO (ZAB, ZFW, ZHU, ZME) has completed the gathering and compiling of findings and submitted a report of these to the Director.

**Update:** **10/1/05**, this item is considered to be open.

**Action Item 9**

**Issue Statement:** We don't have a methodology for ensuring an appropriate systemic response to airspace constraints that ensures optimum use and equity.

**POC: Jim Ries**

**Recommendation:** Develop and implement an Airspace Flow Program (AFP).

**Action Plan:**

- a. Airspace Flow Program (AFP) is under development in a CDM sub-working group.
- b.

**Action Status:**

**Update:** **10/1/05**, this item is considered to be open.

**Action Item 10**

**Issue Statement:** We don't have a consistent way to assess and understand the quality of the data on which traffic management initiatives are being based.

**POC: Jim Ries**

**Recommendation:** Identify and include FAA data items in the report card being generated.

**Action Plan:**

a. Take issue to CDM Stakeholders Group (CSG) to create a sub group to work and develop requirements.

b.

**Action Status:**

**Update: 10/1/05**, this item is considered to be open.

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