FAA/Industry Collaborative Weather Rerouting Workshop

Airlines Focus Area Discussion Summaries
April 10 - 11, 2001
Assumptions
Airlines Team

• Airspace is complex
• Penalty acceptable for predictability
• Common platform
  – Common situational awareness
  – Compatible collaboration tools
• Automation and technology to decrease workload
• Collaboration at all phases
  – Problem definition
  – Options
  – Solutions
Assumptions
Airlines Team (concluded)

• 100% participation
  – Commercial
  – GA, military, international (esp. Canadian)

• Everyone must conform to FARs
Constraints
Airlines Team

- Inter-facility disconnect
- Airlines have different procedures and rules
Topic 1: Data Sharing
Airlines Team

- Shared situational awareness (common graph display, whiteboard still good idea)
- New age flight plan, RTCA SC 169
- Better quality of information
  - Accuracy, reliable, predictable
  - Attempt to match flight plan filing time to length of accurate forecast
- NASSI must be administered
Topic 2: Automation, Procedures, Technology, Training - Airlines Team

- Common, integrated platform (establish minimum std requirements)
- Domestic Reduced Vertical Separation Minimum (RVSM)
  - Ok in ocean, increases capacity
- Collaborative system not just tools
  - Rules, procedures, training
  - Provide constraints w/options and impact (pain/delay)
Topic 2: Automation, Procedures, Technology, Training - Airlines Team (cont’d)

- Systematic rapid & reliable communications
  - Too much ATC dependence on phones
    - Utilize automation prior to telcon to enhance situational awareness, reduced telcon lengths, and address real-time changes
  - Datalink-type communication capabilities to reduce information/modification dissemination times to all users (AOCs, ATC facilities, Pilots)

- Enhancement of playbook modifications through common platform

- Increase capacity where possible, rather than reducing it unnecessarily
Topic 2: Automation, Procedures, Technology, Training - Airlines Team (cont’d)

- Maintain metrics
  - Analysis of plan required
- Rationing scheme critical for rerouting (base on "true" demand)
- Development along the lines of Collab TFM outlook periods
  - Establish guidelines
  - 6 hr views, 2 hr views
- Be cognizant of the broad ranges of needs of the different carriers (i.e., mixed capabilities of MD-80 aircraft)
Topic 2: Automation, Procedures, Technology, Training - Airlines Team (concluded)

• Timing of fixes to system
  – Fixes today - procedures, incremental
  – Fixes tomorrow - Star Wars

• Broader participation (equitability)
  – GA, foreign (especially Canada), military, airline mgmt
Topic 3: Real-Time Airlines Team

- Early discussion of Wx problem and potential plans on common industry platform
  - Use SPT to implement plan rather than create
  - Airlines provide plan for FAA to critique
  - Don’t be afraid to fail (be willing to float ideas)

- Pathfinder
  - Allow for possible FCA “Nominal 1” rather than “Nominal 0”
  - Collaborative exit strategy
  - Don't penalize

- Graphical collaboration of proposed reroute
- Reroute coordination and confirmation process