

ATCSCC SWAP 2024 Briefing

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**Federal Aviation
Administration**

SWAP BRIEFING AGENDA



- Latest Playbook Changes
- NTMO Departure Coordinator Position
- New Florida/Caribbean AFP information



Playbook Changes



01/25 Chart Date

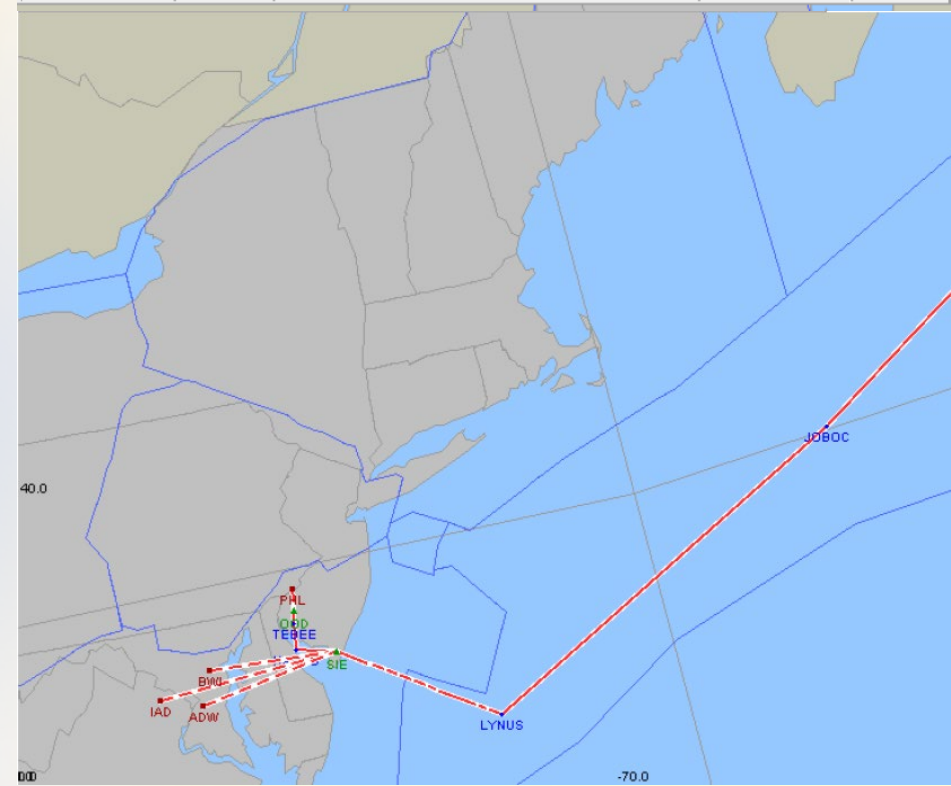
- New Playbooks 0
- Deleted Plays 0
- Modified Plays 131
- Unchanged Plays 215

03/21 Chart Date

- New Playbooks 1
- Deleted Plays 0
- Modified Playbooks 95
- Unchanged Plays 258

- ❖ 19 Arrivals were up-numbered for these chart dates.
- ❖ Multiple NAVAIDS were replaced with Waypoints.
- ❖ See included PDFs for all the playbook changes.
- ❖ ZEU ESCAPE Playbook created.

| Origin | Filters | Route | Destination | Remarks |
|-------------------|---------|--|-------------|---------|
| KPHL | | OOD TEBEE HAYDO SIE B24 LYNUS JOBOK NOVOK CARAC | ZEU | |
| KIAD KBWI KADW | | SIE B24 LYNUS JOBOK NOVOK CARAC | ZEU | |



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New NTMO Departure Coordinator Position



Purpose:

- Provide increased focus on departure concerns when system constraints occur. The objectives include reduction in departure delays and taxi-backs, managing departure restrictions that may cause a backlog at the airport, and early identification and mitigation of departure routing issues.
- This is a NTMO Assist / D-side position intended to allow for more attention to be given to reducing departure delays out of New York. The NTMO-DC will focus on departure concerns while the SNTMO/TNTMO prioritize management of their areas of jurisdiction.
- The NTMO-DC will take a proactive approach to collaborating and coordinating solutions to departure delays. The scope of the focus is likely to be expanded to include LAS, SFO, DEN, South Florida, and other markets in the future.
- The NTMO-DC position was created in support of the VP Efficiency initiatives and SWAP Season complexities.



Florida/Caribbean AFP Changes

(Effective 04/14/2024)

- **JX1/JX2/JX12**
- **JX3/JX4/JX34**
- **JX5/JX6/JX56**
- **JX7/JX8/JX78**
- **JY3/JY4/JY34**
- **JG5/JG6/JG56**
- **JXE/JNE/JXENS**
- **JXW/JNW/JXWNS**

Changing AFPs/FEAs

Types of Changes to the FEAs include:

1. Updates to FEA line geometry
2. FEA Throughput Value (FTV) – a new methodology of calculating FEA throughput
3. Updates to FTV

This will allow for the following changes to Florida AFP design:

- Evaluating and implementing AFPs based on a throughput value, rather than a single direction value
- Changing to a regional concept of coordination and implementation



FEA Throughput Value (FTV)

- The legacy method for calculating the unimpeded flow throughput (UFT) used top-percentile (busiest) historical days to establish the baseline unimpeded throughputs.
- This method has provided some results which require further investigations, based on feedback received from FAA ATC facilities.
- Therefore, a new method for calculating these throughputs, FTV, based upon the MAP values for individual sectors impacted by the FEAs, has been implemented.

MAX: maximum aircraft through affected sectors in normal conditions for 1 hour where the sector remained at or below MAP value for more than 15 mins *and* above MAP value for *less than* 15 minutes

FTV: average of hours evaluated where 99% of the time aircraft through all affected sectors were at or below MAP value



New FTV Values:

| <u>JX1</u> | S/B |
|------------|-----|
| MAX | 209 |
| FTV | 167 |
| <u>JX3</u> | S/B |
| MAX | 245 |
| FTV | 189 |
| <u>JX5</u> | S/B |
| MAX | 279 |
| FTV | 227 |
| <u>JX7</u> | S/B |
| MAX | 261 |
| FTV | 208 |

| <u>JX2</u> | N/B |
|------------|-----|
| MAX | 232 |
| FTV | 161 |
| <u>JX4</u> | N/B |
| MAX | 247 |
| FTV | 187 |
| <u>JX6</u> | N/B |
| MAX | 318 |
| FTV | 222 |
| <u>JX8</u> | N/B |
| MAX | 291 |
| FTV | 203 |

| <u>JX12</u> | ↑↓ |
|-------------|-----|
| MAX | 354 |
| FTV | 304 |
| <u>JX34</u> | ↑↓ |
| MAX | 412 |
| FTV | 354 |
| <u>JX56</u> | ↑↓ |
| MAX | 511 |
| FTV | 422 |
| <u>JX78</u> | ↑↓ |
| MAX | 465 |
| FTV | 382 |



New FTV Values:

| <u>JY3</u> | <i>S/B</i> |
|------------|------------|
| MAX | 64 |
| FTV | 51 |
| <u>JG5</u> | <i>S/B</i> |
| MAX | 47 |
| FTV | 30 |
| <u>JXE</u> | <i>S/B</i> |
| MAX | 93 |
| FTV | 68 |
| <u>JXW</u> | <i>S/B</i> |
| MAX | 144 |
| FTV | 109 |

| <u>JY4</u> | <i>N/B</i> |
|------------|------------|
| MAX | 74 |
| FTV | 48 |
| <u>JG6</u> | <i>N/B</i> |
| MAX | 66 |
| FTV | 35 |
| <u>JNE</u> | <i>N/B</i> |
| MAX | 108 |
| FTV | 82 |
| <u>JNW</u> | <i>N/B</i> |
| MAX | 126 |
| FTV | 91 |

| <u>JY34</u> | ↑↓ |
|--------------|-----|
| MAX | 110 |
| FTV | 83 |
| <u>JG56</u> | ↑↓ |
| MAX | 87 |
| FTV | 58 |
| <u>JXENS</u> | ↑↓ |
| MAX | 165 |
| FTV | 133 |
| <u>JXWNS</u> | ↑↓ |
| MAX | 237 |
| FTV | 187 |



How is FTV/MAX Used to Set an AFP Rate?

- Using FCAJX5 as an example:
 - The JX56 FTV is **422** aircraft per hour. The Maximum Throughput Value for the evaluated area is **511** aircraft per hour. These values represent the combined value of traffic both north- and southbound through the evaluation area.

| JX56 | ↑↓ |
|------|-----|
| MAX | 511 |
| FTV | 422 |

- Assuming no other constraints exist, both of the above values should keep the sectors and airspace manageable. With the addition of constraints like weather, rocket launches, equipment outages, staffing events, etc., the discussion of an AFP should begin between the posted FTV of **422** and the MAX rate of **511**.
- Each hour of the AFP will be calculated by subtracting the northbound hourly value of the applicable FEA (*in this case FEAJX6*) from the accepted baseline rate of the day between **422** and **511** using the JX56.
- The remaining value will be allowed in the applicable southbound FEA (*in this case JX5*) and will create the hourly rates for a variable rate FCAJX5 AFP.



QUESTIONS

