

AA Operational Summer 2025 Prospective

Success Is A Team Sport

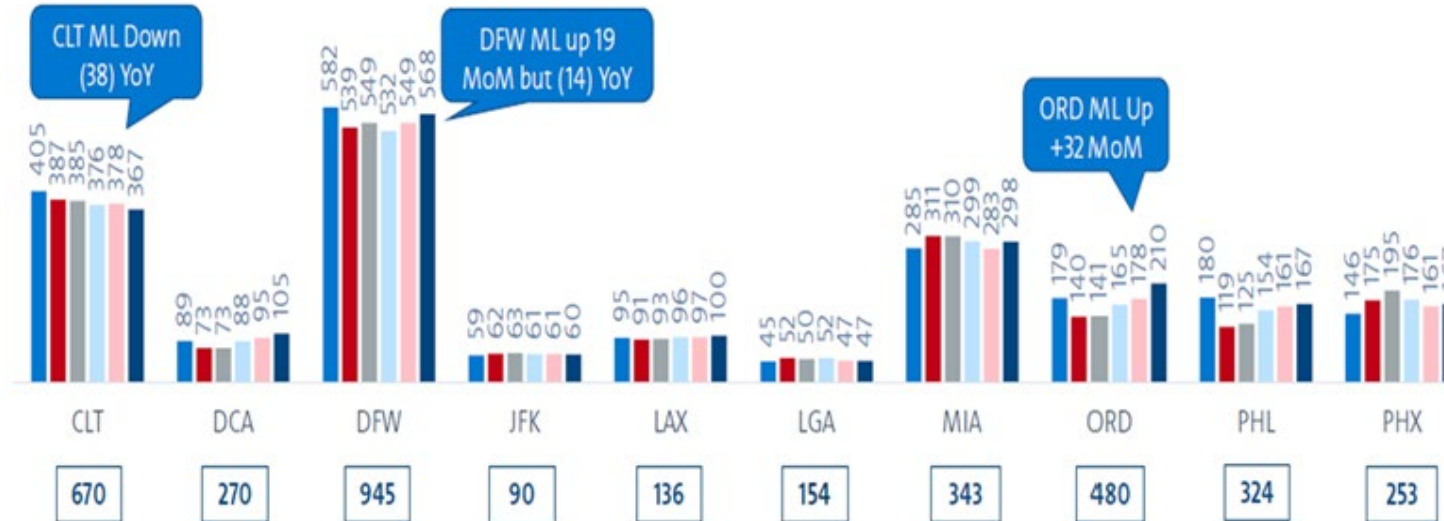
April 2025 Spring CDM/NCF

AA Air Traffic Management

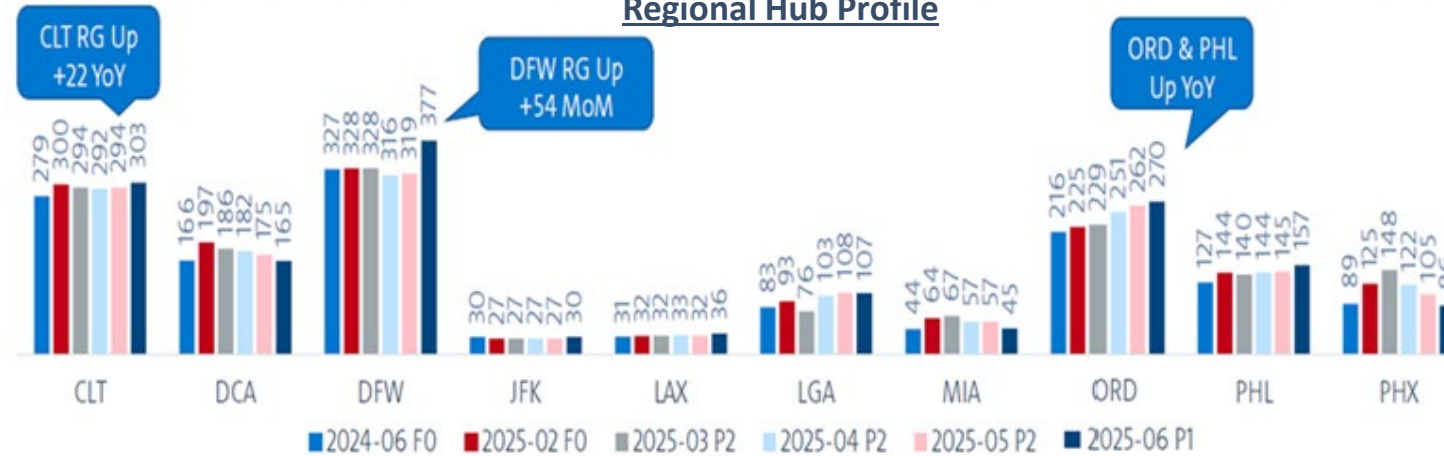
Network Summer 2025 Snapshot:

Summer Departures by Hub

Mainline Hub Profile

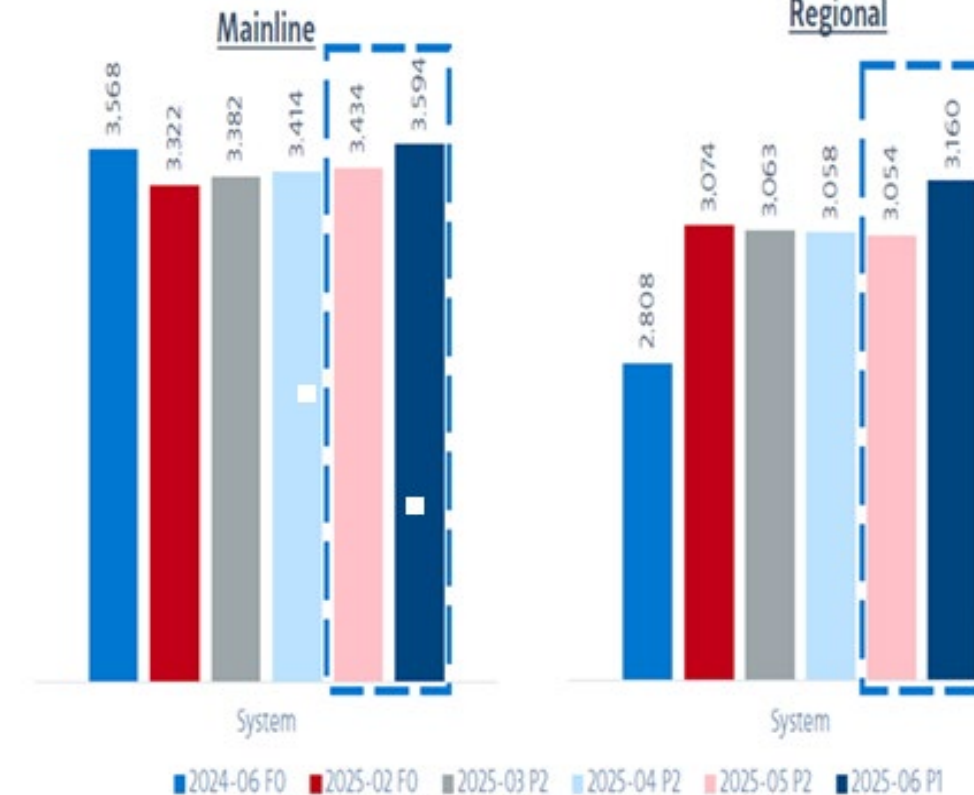


Regional Hub Profile



May/June System Capacity Growth

- Mainline peak day departures will decrease slightly for May and up <1% for June YoY
- Regional peak day departures will increase 12% YoY for both May and June



Execution, Timing & Guardrails

Planning Webinars

- Weather forecast - identify differences (collaboration + identify changes-PERTI & day of)
- Collaborate to “set the guardrails” early (early regional planning calls-FL CDM Task 136, etc)
- CDWs – AA uses 5-6 hours lead time to plan, strategy, execute & passenger/crew notification
- Modify plan based on information vs opinion, i.e., not landing the GDP rate – why revise to the same rate?

People

- ATC Coordinators - System information/collaboration with the FAA to measure impacts
- Metro - Integration with the ATC desk strategic forecasts and tactical/weather changes
- Irops Leads - System strategic reductions to right-size the airline to match the events

Technology

- HEAT
- Cancellation Advisor (crew/equipment); pre-emptive action internally if needed
- AFB / DFB
- Long Tarmac Monitor
- Diversion Tracker (pre-planning also on where diversion capacity would be met)
- Aerobahn (continuous monitoring of surface-to include non hub airports)
- Fusion
- Terminal/enroute convective forecast products (future radar/route availability + recovery)

Summer Operational Focus Items

Strategic/Tactical-TMI Prospective

- Early implementation High-rate GDP (or AFP) & route structure for predictability
- Transition to GDP ASAP(rolling Stop's=no predictability);all airport constraint= all user GDP
- **Departures!!!**
 - Leverage escape routes but need them out early (file/fuel when on the gate not off-use CDW)
 - NE-south to goes west (NY/PHL) “New” Delmarva Route/WHITE/WAVEY/OOD/WATRS)
 - International focus to Europe (early messaging from ZBW on options-NY/PHL)
 - CAN Routes-NY (early coordination with NAVCANADA on availability)
 - Complexity due to construction (JFK/ORD/DEN/EWR/BOS), how do we account for this?
 - Staffing-weekend focus-Sat/Sun challenges (TMU + management within the facility)
 - Continue to utilize FL strategy (early TMI issuance/capping-tunneling + FL Task 136 recomm)


Communication

- Regional Hotline use (ZDC/ZNY/FL/ZFW)
- Departure coordinator in DCC (something we have pushed but not consistent)
- Departure Gate Status/NTML(DCC Page/NOD/another means-Aerobahn?); still struggle with this


Recovery

- Should be setting up for recovery before WX exits the terminal
 - WX forecast collaboration-when will routes open?
 - Pathfinders (can we operationalize new pathfinder tool?)
 - Diversion recovery-prioritization of internationals; how do we account for diversions in GDP?
 - GS implementation should include exit strategy based on forecast (see bullet GDP transition)

AA Internal Convective Forecast Product-Use Data To Drive Decisions



NEUS CONVECTIVE WEATHER OUTLOOK



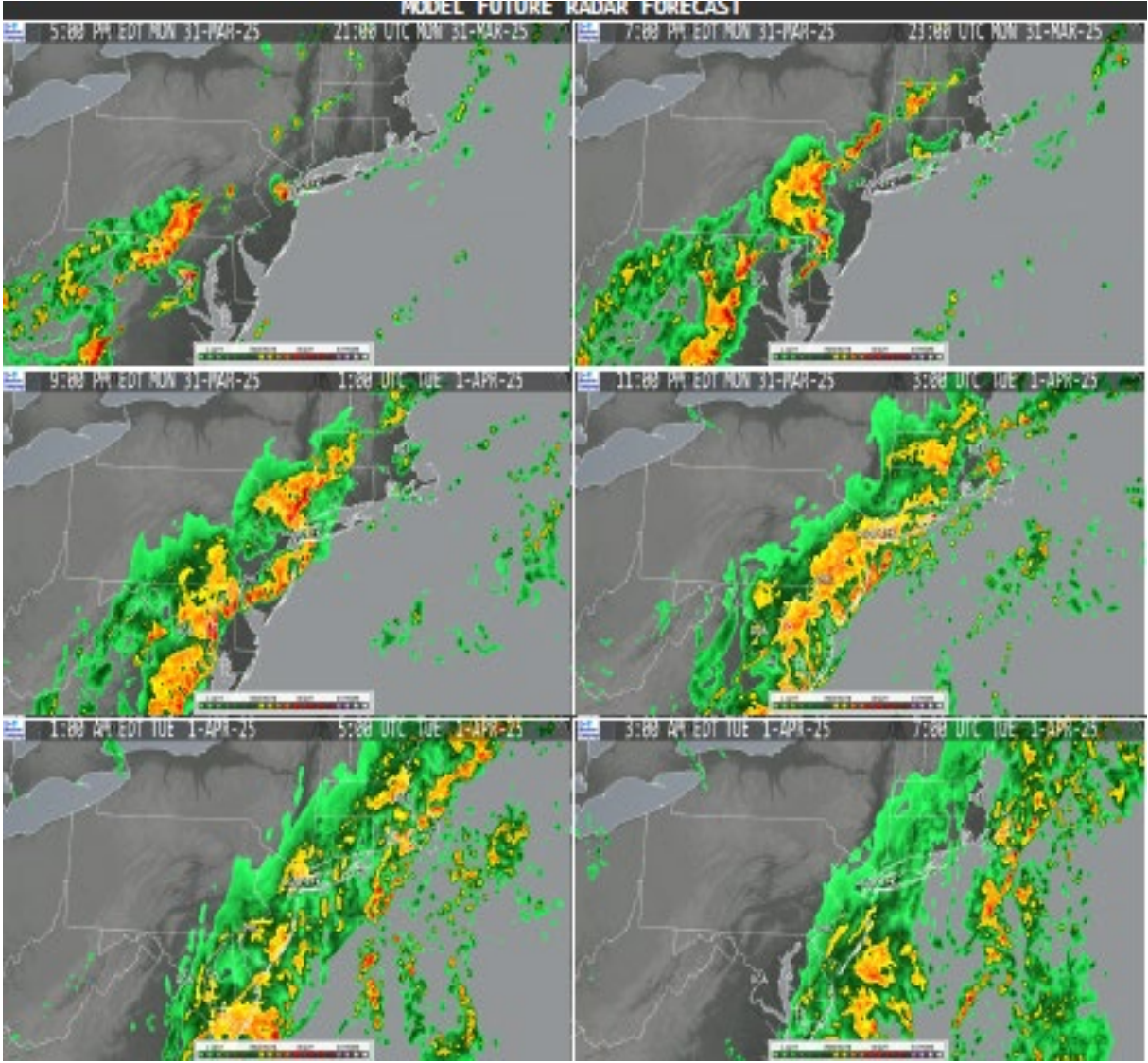
Forecaster: L. Perrilloux

Issued: 21Z Mar 30, 2025

TERMINAL IMPACT					
TERMINAL	CONVECTION	WIND	GME	LOCAL	SUMMARY
KJFK	C		00Z/01-04Z/01	20L/31-00L/01	A LINE OF BROKEN STORMS ASSOCIATED WITH A COLD FRONT WILL SWEEP ACROSS LONG ISLAND MONDAY NIGHT. MAIN CONCERNS WITH THESE STORMS WILL BE EMBEDDED THUNDERSTORMS, HEAVY DOWNPOURS, ALONG WITH SOME LOCALIZED GUSTY WINDS.
KLGA	C		00Z/01-04Z/01	20L/31-00L/01	A LINE OF BROKEN STORMS ASSOCIATED WITH A COLD FRONT WILL SWEEP ACROSS LONG ISLAND MONDAY NIGHT. MAIN CONCERNS WITH THESE STORMS WILL BE EMBEDDED THUNDERSTORMS, HEAVY DOWNPOURS, ALONG WITH SOME LOCALIZED GUSTY WINDS.
KPHL	B		23Z/31-03Z/01	19L/31-23L/31	A LINE OF STORMS ASSOCIATED WITH A COLD FRONT WILL SWEEP ACROSS THE PHL REGION MONDAY EVENING INTO THE OVERNIGHT. MAIN CONCERNS WILL BE EMBEDDED TSMS, HEAVY DOWNPOURS, AND LOCALIZED GUSTY WINDS.
KDCA	B		21Z/31-03Z/30	17L/31-23L/31	MULTIPLE WAVES OF STORMS ARE EXPECTED TO IMPACT DCA MONDAY AFTERNOON LASTING THROUGH THE OVERNIGHT. A WAVE WILL DEVELOP AHEAD OF THE FRONT AROUND 21Z WITH SOME EMBEDDED TSMS BUT COVERAGE WILL BE LIMITED. A MAIN LINE WILL ENTER THE REGION AROUND 00Z WHICH WILL INCREASE OUR CHANCES FOR GUSTY WINDS AND HEAVY DOWNPOURS.

CONVECTIVE IMPACT KEY	
HIGH (A)	3+ Hours of training thunderstorms over the field.
HIGH (B)	Direct impact by thunderstorms associated with steadily moving front or squall line.
MEDIUM (C)	Impact to arrival/departure fixed, but lower confidence in direct impact to the field.

WIND IMPACT KEY	
HIGH	Convective Gusts 45KT+
MEDIUM	Convective Gusts 30-45KT.
LOW	Convective Gusts 15-30 KT.



American Airlines
You are why we fly™

