# POPUP and Recontrol Flights in an AFP/GDP

Provided by GDIT

Administration

**Federal Aviation** 

Date: 02/2025

## **POPUP and Recontrol Flights in an AFP/GDP**

Agenda:

- Popups in a Control Program
- AFP/GDP Recontrol



## **POPUP** in an AFP/GDP

POP-UPs - There was some concern by the airlines that popup flights are being put 'at the end of the Queue'. Popups are handled in the following way, based on the program type and parameters

### • DAS (Delay Assignment)

- A popup flight receives the delay time based on the average delay for the time bin the flight was expected to arrive in
- This gives the flight a time similar to what they would have received if they initially filed into the program
- Average delays are the average delay times for each 15-minute time bin of the program
- If a flight was expected to arrive in the 2100 time bin, and the average delay for that 15 minutes time period was 180 minutes, they would receive the 180 minutes, as long as the max delay limit is not exceeded
- The control type will be DAS for the flight (not a subbable flight)
- GAAP (General Aviation Airport Program) Deprecated and no longer used, but the logic is useful as it is used in a UDP, see next slide
  - The Program will normally have unassigned slots built into the program for popup flights, based on the rates of the program and the demand.
  - If a popup can make an unassigned slot, that is close to a target arrival it may receive that slot time with a Control Type of GAAP (subbable flights)
    - Target arrival is the ETA + the average delay time for that arrival time period
  - If not, it will receive the delay (Delay Limit) defined in the program parameters



## **POPUP Flights in an AFP/GDP**

### UDP (Unified Delay Program) - Current default mode

- The Program will normally have some unassigned slots built into the program for popup flights, based on the rates of the program and the demand
- If a popup can make an unassigned slot, that is close to the target arrival it may receive that slot time and a GAAP control type (subbable)
- Target arrival is the ETA + the average delay time for that arrival time period
- If there are no unassigned slots available, it will receive the delay limit defined for the program and a DAS Control Type (non-subbable)
- This is an update to information previously provided on the UPD popups

While GAAP and UDP treat popups the same, the generation and issuing of the programs are different in the FSM. The UDP enhanced how the reserved/unassigned slots are allocated and incorporated pop-up estimates using historical popup data for GDPs

The ETA for an AFP is the entry time to the AFP



Do national reroutes by DCC from one AFP into another allow flights to keep original AFP EDCT without being a popup in the new AFP?

- > No, the flight will receive a new EDCT, similar to how popups receive times, but they do not have the same restrictions as popups
- > The flight will have a control type of RCTL, receive a new control time, and be controlled by the new AFP
- > The flights are given a new EDCT, based on the program parameters and program type, similar to how times are assigned for popups
- > The flights will be subbable, which some popup flights that receive the DAS delay type are not

### DAS program

- The EDCT will be the flights entry time in the program plus the DAS delay time for that timeframe minus the fly time to the element
- EDCT = OETA + DAS Delay Time Fly time to the element

#### UDP Program

- The EDCT will be one of the following:
- If there is an unassigned slot available that the flight can make without exceeding the delay limit, it will be assigned that slot and the new EDCT will be the SLOT time – Fly time to the element.

Target ETA = OETA + DAS Delay Time is the start time for searching for unassigned slots

• If an unassigned slot is not found, the flight will receive the delay limit assigned for the program

## Example: DAL2000 from BOS to TNCA is a scheduled flight intersecting only MA5 and AAL88 from CLT to TNCA intersects AFPs JX5 and MA5

Both programs are UDP and JX5 was issued first



### DAL2000 is controlled by MA5, Control Type AFP, CTD – 05/0108

Flight Detail: FCAMA5 04/1458 LIVE (on lxstn01) _ ×														
<u>F</u> ile <u>H</u> elp														
8														
					Flight Deta	il Inform	ation							
Flight ID:		DAL2000	ADL D	Date:		02/0	4/2025	A	DL Time:	:		14:58	3Z	
Aircraft Type:		A320	Aircra	aft Category:		Jet		А	lircraft Cl	ass:		Large	9	
Major:		DAL	CDM_	Participant:		Υ		L	Jser:			Air Ca	arrier	
		Departure		GCD			Arriva	al			ADL			
Airport/Center:		BOS / ZBW		1793	}		TNCA	/ ZCA						
Fix/Estimate:		SSOXS / 05/01	115				- / -				DFIX ,	/ EDFT / AF	IX / EAFT	
Procedure:		-/-					- / -				DP / I	DTRSN / ST	AR / STRSI	N
	Gate	Runway	Entry	, E	xit	Run	way G	ate	Er	n Route	ļ	ADL Elemo	ent	
Estimated:		S05/0108	в 05/0	)330 (	5/0330	C05/0	518		25	0	E.	TD / ENTRY	/ / EXIT / ET	A / ETE
Controlled:	trolled: 05/0108 05/0330 142 CTD / CTA / CETE													
тма-кт.	ETD													
Scheduled:	04/2200						05	5/0120			S	GTD / SGT	A	
Proposed:	-						-		-		P	GTD / PGT	A / PETE	
Airline:	-	-				-	-	- LGTD / LRTD / LRTA / I						
Initial Estimate:	04/2200		05/0	0032			05/	0120			IG	GTD / IENTF	Y / IGTA	
Actual(TFMS):		-				-			-		A	ARTD / ART	A / ETE	
Actual(Airline):	-	-				-	-				C	OUT / OFF /	ON / IN	
Earliest:			05/00	)32		-					E	RTD / EEN	TRY / ERTA	
Original Estimate:		04/2210	05/00	)32		05/0	220		25	50	C	DETD / OEN	ITRY / OETA	A / OETE
Base Estimate:		04/2210	05/00	32		05/0	220				B	BETD / BEN	TRY / BETA	
Original Control:		05/0108	05/03	330							c	осто / ост	A	_
Ctl Element:		FCAMA5		Subbable:		Y		Slot I	D:			05/0330	4	
Ctl Type:		AFP		Slot Hold:		-		Ctl Ex	empt:			-		
Ctl Program:		FCAMA5												
Delay Status: A	LD GDP	AFP DAS	GSD	TOD CTOP	LTOD:	0	CNX Status:	UX	FX	RZ	RS	то	DV	RM
Remark: N	RP LFG	III ATV	SWP	DVT ADC	FCA	WXR	Alarm:	СС	EC	EA	SF	CF	DO:	-
Absolute Dolay (I	4	(ICTA												



FCAJX5

AFP

Ш

DAS

ATV

GSD

SWP

TOD

DVT

CTOP

ADC

LTOD: 0

FCA

<u>F</u>ile <u>H</u>elp 8

Estimate Controll TMA-RT: Schedul Propose Airline: Initial Es Actual(T Actual(A Earliest Original Base Es Original Ctl Elem Ctl Type Ctl Program:

**Delay Status:** 

Remark:

ALD

NRP

Absolute Delay (Max(0\_FTA . (IGTA .

GDP

LFG

#### AAL88 is controlled by JX5 as that was issued prior to MA5, Control type AFP, CTD-04/2246

Flight Detail: ECA JX5 04/1455 LIVE (on lystn01)

			rug	ne becan. r choro	04/1400 1111 (0)	n useno 1)				-
ile <u>H</u> elp										
8										
				Flight Deta	il Information					
Flight ID:		AAL88	ADL Date:		02/04/2025		ADL Tim	ne:	14:55Z	
Aircraft Type:		A21N	Aircraft Categ	ory:	Jet		Aircraft	Class:	Large	
Major:		AAL	CDM_Participa	int:	Υ		User:		Air Carrier	
		Departure		GCD		Arrival	I		ADL Element	
Airport/Center:		CLT / ZTL		1486		TNCA /	ZCA			
Fix/Estimate:		ICONS / 04/2253				- / -			DFIX / EDFT / AFIX / EAFT	
Procedure:		ICONS / NOOKS				- / -			DP / DTRSN / STAR / STRSN	
	Gate	Runway	Entry	Exit	Runway	Ga	te	En Route	ADL Element	
Estimated:		P04/2246	04/2329	04/2329	C05/0228			222	ETD / ENTRY / EXIT / ETA /	ETE
Controlled:		04/2246	04/2329					43	CTD / CTA / CETE	
TMA-RT:		-							ETD	
Scheduled:	-					-			SGTD / SGTA	
Proposed:	04/2200					05/	0156	226	PGTD / PGTA / PETE	
Airline:	-	-			-	-			LGTD / LRTD / LRTA / LGTA	4
Initial Estimate:	04/2200		04/2253			05/0	156		IGTD / IENTRY / IGTA	
Actual(TFMS):		-			-			-	ARTD / ARTA / ETE	
Actual(Airline):	-	-			-	-			OUT / OFF / ON / IN	
Earliest:		-	04/2253						ERTD / EENTRY / ERTA	
Original Estimate:		04/2210	04/2253		05/0152			222	OETD / OENTRY / OETA / O	DETE
Base Estimate:		04/2210	04/2253		05/0152				BETD / BENTRY / BETA	
Original Control:		04/2246	04/2329						OCTD / OCTA	
Ctl Element:		FCAJX5	Subbab	le:	Y		Slot ID:		04/2329A	
Ctl Type:		AFP	Slot Hol	ld:	-	L	Ctl Exempt:			1
Ctl Element: Ctl Type:		FCAJX5 AFP	Subbab Slot Hol	le: ld:	Y -	L	Slot ID: Ctl Exempt:		04/2329A	



RM

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WXR

CNX Status:

Alarm:

UX

СС

FΧ

EC

RΖ

ΕA

RS

SF

то

CF

DV

DO:

## Reroute for flights out of BOS to intersect JX5, but no longer intersect MA5 to capturing DAL2000

>JEVED PRMUS OMN EYW OBN<



DAL2000 is a scheduled flight modeled on the historical route, and therefore subject to the Reroute

- Flights with flight plans, TOS messages or EI messages received within 4 hours of the PTIME are not subject to the updated routing
- DAL2000 has the control program now of FCAJX5; Control time is 05/0110. The Control Type is listed as a RCTL
  - For this case, there was an available slot that was near the target CTA, so it received the slot

					Fl	ight Deta	il: FCAJX5	6 04/154	0 LIVE (on lxs	stn01)						
le <u>H</u> elp																
						FI	ight Deta	il Inforr	nation							
Flight ID:		DAL2000		AD	L Date:			02	/04/2025		ADL Time	:		15:40	DZ	
Aircraft Type:		A320		Air	craft Ca	tegory:		Jet			Aircraft C	ass:		Large	9	
Major:		DAL		CD	M_Partic	ipant:		Y			User:			Air Ca	arrier	
		Depai	ture			GCD			Α	rrival			ADL	Element		
Airport/Center:		BOS /	ZBW			1793			Т	NCA / ZCA						
Fix/Estimate:		SSOXS	6/05/0117							/ -			DFIX /	/ EDFT / AF	IX / EAFT	
Procedure:		-/-							-	/ -			DP / [	DTRSN / ST	AR / STRS	N
	Gate	Ru	nway	Ent	try	Exi	t	Ru	inway	Gate	E	n Route	A	ADL Eleme	ent	
Estimated:		R	05/0110	0	5/0327	05	0327	C05	/0635		32	5	E	TD / ENTRY	/ EXIT / E	TA / ETE
Controlled:		0	5/0110	0	5/0327						13	7	C	TD / CTA /	CETE	
TMA-RT-													E	TD		
Scheduled:	04/2200									05/0120			S	GTD / SGT	A	
Proposed:	-									-	-		Р	PGTD / PGT	A / PETE	
Airline:	-	-						-		-			L	.GTD / LRTE	) / LRTA / I	.GTA
nitial Estimate:	04/2200			0	5/0027					05/0120			IG	GTD / IENTR	IY / IGTA	
Actual(TFMS):		-						-			-		А	ARTD / ART	A / ETE	
Actual(Airline):	-	-						-		-			C	OUT / OFF /	ON / IN	
Earliest:		-		05	/0027			-					E	RTD / EEN	TRY / ERTA	4
Original Estimate:		04	/2210	05	/0325			05	/0335		3	25	C	DETD / OEN	ITRY / OET	A / OETE
Base Estimate:		04	/2210	05	/0325			05	/0335				В	BETD / BEN	TRY / BETA	7
Original Control:		05	/0110	05	/0327					_			C	OCTD / OCT	Δ	_
Ctl Element:		FCAJX5			Subba	ble:		Y		Slo	t ID:			05/0327E	3	
Ctl Type:		RCTL			Slot H	old:		-		Ctl Exempt: -						
Ctl Program:		FCAJX5														
Dela <mark>y Status:</mark> A	LD GDP	AFP	DAS	GSD	TOD	СТОР	LTOD:	0	CNX Stat	us: UX	FX	RZ	RS	то	DV	RM
Remark: N	IRP LFG	Ш	ATV	SWP	DVT	ADC	FCA	WXR	Alarm:	сс	EC	EA	SF	CF	DO:	-
		1. em .		_				1								



- AAL88 is currently controlled by JX5
- Using the RAD, AAL88 will be routed out of JX5, but remain in MA5

	Route Amendment (on lxstn01)	_ = ×
Routes Recently Sent Recently Sent Add Route	-Flights	-Show Flight/Route Color Show Protected Segments
Show Merge ID		
Current Routes	97.PRWUSOMN.Y585.RENAH.Y397.SEKAR.UL450.BER0X.BER0X2A.TNCA	Rte/TOS
		•
Assigned Routes		
		×
Create Route Amendment: Merge Use Last Sent Optin	ize Route(s)	
ALL P-Time		Sector TMI ID
AAL88 2200 R KCLTILMRENAHSEKARTNCA	CDR Rte/TC	os 💡 🚽 TRZOB 🔽 🛨
Preview Undo Amendment v	vill be sent for 1 flight	
Send	Cancel	
		cut
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		->
	11	(

## AAL88 now has the control program now of MA5, Control time is 05/0110 and the Control Type is a RCTL

For this case, there was not an available slot that was near the target CTA, so it received the delay limit of 180

						Fl	ight Detai	il Informa	tion							
Flight ID:		AAL88		ADL I	Date:			02/04/	2025	A	DL Time:			16:13	Z	
Aircraft Type:		A21N		Aircra	aft Cate	gory:		Jet		A	ircraft Cl	ass:		Large		
Major:		AAL		CDM	Particip	ant:		Υ		ι	lser:			Air Ca	rrier	
		Depar	ture			GCD			Arriva	I			ADL E	lement		
Airport/Center:		CLT / Z	TL.			1486			TNCA /	ZCA						
Fix/Estimate:		LILLS /	05/0125						- / -				DFIX /	EDFT / AF	IX / EAFT	
Procedure:		- / -							- / -				DP / D	TRSN / ST	AR / STRSN	I
	Gate	Ru	nway	Ent	ry	Exi	t	Run	way Ga	ate	E	n Route	Α	DL Eleme	ent	
stimated:		PC	05/0110	05	5/0316	05/	0316	C05/0	445		21	5	ET	D / ENTRY	/ / EXIT / ET	A / ETE
Controlled:		05	5/0110	05	5/0316						12	6	СТ	D / CTA /	CETE	
TMA-RT:		-											ET	D		
Scheduled:	-								-				S	GTD / SGT	A	
Proposed:	04/2200								05	/0156	2	26	P	GTD / PGT	A / PETE	
Airline:	-	-						-	-				LG	GTD / LRTE	) / LRTA / LO	στa
Initial Estimate:	04/2200			05	5/0023				05/0	0156			IGT	TD / IENTR	RY / IGTA	
Actual(TFMS):		-						-			-		A	RTD / ART	A / ETE	
Actual(Airline):	-	-						-	-				0	JT / OFF /	ON / IN	
Earliest:		-		05/	0016			-					EF	RTD / EEN	TRY / ERTA	
Original Estimate:		04)	/2210	05/	0016			05/0	152		2	22	0	ETD / OEN	ITRY / OETA	/ OETE
Base Estimate:		04/	/2210	05/	0016			05/0	152				BE	ETD / BEN	TRY / BETA	
Original Control:		05/	/0110	05/	0316								0	стр / ост	A	
Ctl Element:		FCAMA5			Subba	able:		Y		Slot	ID:			05/0316	5	
Ctl Type:		RCTL			Slot H	lold:		-		CtlE	xempt:			_		
Ctl Program:		FCAMA5														
Delay Status: AL	D GDP	AFP	DAS	GSD	TOD	CTOP	LTOD:	0	CNX Status:	UX	FX	RZ	RS	то	DV	RM
Romark: N			ATL/	CW/D	DV/T	ADC	ECA	WVD	Alarmi		EC	EA	CE	CE.	DO:	

Flight Detail: ECAMA5 04/1613 LIVE (on lystn01)

At the next ADL update for FCAMA5, AAL87 has the control program of FCAMA5; Control time is 23/0111 and the Control Type is listed as a RCTL

For this case, there was not an available slot that was near the target CTA, so it received the delay limit of 180

						Flig	ght Detai	l: FCAMAS	5 22/184	5 LIVE (on lxstn0	1)						-	×
<u>F</u> ile <u>H</u> elp																		
							FI	ight Deta	il Inform	ation								
Flight ID:		A	AAL88		ADL I	Date:			01/22	2/2025		ADL Tir	ne:		18:4	5Z		000000
Aircraft Type:		A	421N		Aircra	aft Cate	gory:		Jet			Aircraft	Class:		Large	е		000000
Major:		A	AAL		CDM	Particip	ant:		γ			User:		Air Carrier				
			Depar	ture			GCD			Arriva	al			ADL Element				
Airport/Center:			CLT / Z	ZTL			1486			TNCA	/ ZCA							000000
Fix/Estimate:			LILLS /	23/0126						- / -				DFIX / EDFT / AFIX / EAFT				
Procedure:			- / -							- / -				DP / I	DTRSN / S	TAR / STRSI	1	200000
	Ga	te	Ru	nway	Ent	ry	Exi	t	Ru	nway G	ate		En Route	4	ADL Elem	ent		000000
Estimated:			P	23/0111	23	3/0317	23	/0317	C23/	0446			215	E.	TD / ENTR	Y / EXIT / ET	A / ETE	200000
Controlled:			2	3/0111	23	3/0317							126	C.	TD / CTA /	CETE		200000
ПМА-КТ.														E		000000		
Scheduled:	-									-				S		200000		
Proposed:	22	/2200								23	3/0156	6	226	F	GTD / PG	TA / PETE		200000
Airline:	-		-						-	-				L	.GTD / LRT	D / LRTA / L	STA	000000
Initial Estimate:	: 22	/2200			23	3/0023				23/0156					IGTD / IENTRY / IGTA			
Actual(TFMS):			-						-				-	A	ARTD / ART	FA / ETE		000000
Actual(Airline):	-		-						-	-				C	OUT / OFF	/ ON / IN		2000000
Earliest:			-		23/	0016			-					E	RTD / EEM	NTRY / ERTA		000000
Original Estima	te:		22	/2211	23/	0128			23/	0146			215	C	ETD / OE	NTRY / OETA	/ OETE	000000
Base Estimate:			22	/2211	23/	0128			23/	0146				E	BETD / BEN	NTRY / BETA		200000
Original Contro	l:		23	/0111	23/	0317					_			C	остр / ос	TA		2000000
Ctl Element:			FCAMA5			Subba	able:		Y		SI	ot ID:			23/0317	'P		000000
Ctl Type:			RCTL			Slot ⊦	lold:		-		Ct	l Exempt			-			00000
Ctl Program:			FCAMA5															20000
Delay Status:	ALD	GDP	AFP	DAS	GSD	TOD	СТОР	LTOD:	0	CNX Status:	U	(F)	RZ	RS	то	DV	RM	
Remark:	NRP	LFG	Ш	ATV	SWP	DVT	ADC	FCA	WXR	Alarm:	СС	E EC	EA	SF	CF	DO:	-	
Absolute Delay	(Max(	) FTA.(	IGTA .						]									1 5

### Example 2: DAS delay programs

### DAL2000 from BOS to TNCA is a scheduled flight intersecting only MA5

▶Initial Control time at MA5 is 04/2253, Control Type is AFP and program is MA5

					Fli	ght Detai	l: FCAMA5	04/1658	LIVE (on lxstn	101)							
le <u>H</u> elp																	
8																	
						Fl	ight Detai	il Informa	tion								
Flight ID:		DAL2000		AD	L Date:			02/04	/2025		ADL Time	e:		16:58	3Z		
Aircraft Type:		A320		Air	craft Cal	egory:		Jet			Aircraft	Class:		Large	9		
Major:		DAL		CD	M_Partic	ipant:		Y			User:			Air Ca	arrier		
		Depart	ture			GCD			Arri	val			ADL E	lement			
Airport/Center:		BOS / Z	ZBW			1793			TNC	A/ZCA							
Fix/Estimate:		SSOXS	/ 04/2300	)					- / -				DFIX / EDFT / AFIX / EAFT				
Procedure:		- / -							- / -				DP / DTRSN / STAR / STRSN				
	Gate	Run	nway	Ent	t <b>ry</b>	Exi	t	Runv	vay	Α	DL Eleme	ent					
Estimated:		S0	4/2253	0	5/0115	05/	/0115	C05/03	03		2	50	ETD / ENTRY / EXIT / ETA				
Controlled:		04	/2253	0	5/0115						1	42	СТ	D / CTA /	CETE		
TMA-RT:		-											ET	D			
Scheduled:	04/2200									05/0120			S	GTD / SGT	A		
Proposed:	-									-	-		P	GTD / PGT	A / PETE		
Airline:	-	-						-		-			LC	GTD / LRTD	) / LRTA / LO	στa	
nitial Estimate:	04/2200			0	5/0032				0	5/0120			IG	TD / IENTR	RY / IGTA		
Actual(TFMS):		-						-					A	RTD / ART	A / ETE		
Actual(Airline):	-	-						-		-			0	UT / OFF /	ON / IN		
Earliest:		-		05,	/0032			-					Ef	RTD / EEN	TRY / ERTA		
Driginal Estimate:		04/2	2210	05,	/0032			05/02	220		2	250	0	ETD / OEN	ITRY / OETA	/ OETE	
Base Estimate:		04/2	2210	05/	/0032			05/02	220		BETD / BENTRY / BETA						
Original Control:		04/2	2253	05,	/0115								0	стр / ост	A	_	
Ctl Element:		FCAMA5			Subb	able:		Y Slot ID:					05/0115A				
Ctl Type:		AFP			Slot H	lold:		-		Ctl	Exempt						
Ctl Program:		FCAMA5															
Delay Status: A	LD GDP	AFP	DAS	GSD	TOD	CTOP	LTOD:	0	CNX Status:	UX	FX	RZ	RS	то	DV	RM	
					-							<b>F</b> 4					

Create the same Reroute as earlier to route the flight out of MA5 and into JX5

Initial entry time into JX5 is 05/0110, the Average Delay for flights in the AFP entering in the 05/0100 time bin is 36 minutes, therefor the flight has a delay of 36 minutes

Flight is controlled by JX5, with a Control Type of RCTL

						Fli	ght Detail	l: FCAJX5	04/1710	LIVE (on lxst	tn01)							_ ;
START DAS	<u>F</u> ile <u>H</u> elp																	
042000 002																		
042015 007							Fli	aht Detai	il Inform	ation								
042010 007	Elight ID:		DAI 2000		AD	Date:		gine botta	02/0	04/2025		AD	)I Time			17:10	)7	
042045 015	Aircraft Type:		A320		Air	craft Cat	egory:		Jet	.,		Ai	rcraft C	lass:		Large	)	
042100 021	Major:		DAL		CD	M_Partic	ipant:		Y			Us	er:			Air Ca	arrier	
042115 024			Depa	ture			GCD			Ar	rrival				ADL	Element		
042130 029	Airport/Center:		BOS /	ZBW			1793			٩T	NCA / ZC	A						
042145 030	Fix/Estimate:		SSOXS	6 / 04/2336						- /	/ -				DFIX /	EDFT / AF	IX / EAFT	
042145 050	Procedure:		- / -							- /	/ -				DP / [	DTRSN / ST	AR / STRSI	u l
042200 032		Gate	Ru	nway	Ent	try	Exit	:	Run	nway	Gate		E	n Route	A	DL Eleme	ent	
042215 055	Estimated:		R	04/2329	0	5/0146	05/	0146	C05/0	0455			32	6	E	D / ENTRY	/ EXIT / ET	A / ETE
042230 031	Controlled:		0	4/2329	0	5/0146							13	7	C	TD / CTA /	CETE	
042245 032															E	D		
042300 034	Scheduled:	04/2200									05/01	20			S	GTD / SGT	A	
042315 034	Proposed: Airlino:	-									-		-		P			GTA
042330 037		-				- 10007					-							
042345 038	Initial Estimate:	04/2200			0	5/0027					05/012	0			IG	ID / IENTH	Y/IGIA	
050000 036	Actual(TFMS):		-						-				-		A	RTD / ART/	A / ETE	
050015 039	Actual(Airline):	-	-						-		-						ON / IN	
050030 040	Earliest:				05/	/0027		_	-						E	RTD / EEN	TRY / ERTA	
050045 040	Original Estimate:		04	/2210	05/	/0110			05/0	0335			3	25	C	ETD / OEN	ITRY / OETA	V OETE
050100 036	Base Estimate:		04	/2210	05/	/0110			05/0	0335					В	EID / BEN	IRY/BEIA	
050115 037			-								-				U		A	
050130 034	Cti Element:		FCAJX5			SUDDa	Die:		Ŷ			SIOT ID:	mot:			05/0146F	, ,	
050145 035	Ctl Program:		FCAIX5			SIDUR	Ju.						mpt.			-		
050200 032	Delay Status: A		AEP	DAS	GSD	тор	CTOP	L TOD:	0	CNX Statu	161		EX	87	RS	то	DV	BM
050215 022	Bomarka M			4777	CWD	DV/T	400	ECO.	WVP	Alarmi			FC	EA.	65	CE	D0:	
050230 016	Kemark: N	KP LFG		AIV	SWP	DVI	ADC	FCA	WXR	Alarm:			EC	EA	SF	CF	DO:	·
	Absolute Delay (N	ANTO FTA -	(IGTA -															

	Route Amendment (on lxstn01)		_ 0 ×	
Routes Recently Sent Search DB Ad	Flig d Route ACID	); Add	Show Flight/Route Color Show Protected Segments	
Show Merge ID				
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UPS328 is now controlled by MA5, Control Type of RCTL

Initial entry time into JX5 is 04/2216, the Average Delay for flights in the AFP entering in the 04/2215 time bin is 40 minutes, therefor the flight has a delay of 40 minutes

START DA	S				Fli	ght Detail: FCA	MA5 04/1800 LIVE (o	n lxstn01)			_ >
042000	015	<u>File H</u> elp									
042015	017					Flight D	etail Information				
042020	010	Flight ID:	UP	S328	ADL Date:		02/04/2025	ADL Time:		18:00Z	
042030	019	Aircraft Type: Major:	A3 UP	06 S	Aircraft Catego CDM Particina	ory: nt·	Jet v	Aircraft Clas	ss:	Heavy Freight/Cargo Carrier	
042045	020		0.	Departure	epin <u>i</u> r articipa	GCD	,	Arrival		ADL Element	
042100	023	Airport/Center: Fix/Estimate:		SDF / ZID FEDRA / 04/203	5	1570		TJSJ / ZSU BEANO / 04/2352		DFIX / EDFT / AFIX / EAFT	
042115	028	Procedure:		-/-				-/-		DP / DTRSN / STAR / STRSN	u
042115	020		Gate	Runway	Entry	Exit	Runway	Gate	En Route	ADL Element	1000000
042130	032	Estimated:		L04/2020	04/2257	04/2257	C05/0000		220	ETD / ENTRY / EXIT / ET	A / ETE
042145	036	Controlled: TMA-RT:		- 04/2020	04/2256				156	CTD / CTA / CETE ETD	
042200	630	Scheduled:	-					-		SGTD / SGTA	())))
042200	033	Proposed:	04/1928	04/1040			04/2220	04/2303	205	PGTD / PGTA / PETE	CTA
042215	040	Initial Estimate:	04/1928	04/1940	04/2215		04/2320	04/2325			
042230	038	Actual(TFMS):	04/1320	-	04/2213		_	04/2323	-	ARTD / ARTA / ETE	
042245	000	Actual(Airline):	-	-			-	-		OUT / OFF / ON / IN	
042245	037	Earliest:		-	04/2216		-			ERTD / EENTRY / ERTA	
042300	035	Original Estimate	e	04/1940	04/2216		04/2320		220	OETD / OENTRY / OETA	/ OETE
042215	025	Base Estimate:		04/1940	04/2216		04/2320			BETD / BENTRY / BETA	
042313	035	tl Element:		ΕΓΑΜΑ5	Subb	able:	v	Slot ID:		04/2256P	
		Ctl Type:		RCTL	Slot I	Hold:	-	Ctl Exemp	pt:	-	
		ctl Program:		FCAMA5							
		Delay Status: #	ALD GDP	AFP DAS	GSD TOD	CTOP LTC	DD: 0 CNX S	tatus: UX F	FX RZ	RS TO DV	RM
		Remark:	VRP LFG	III ATV	SWP DVT	ADC FCA	WXR Alarm	CC E	EC EA	SF CF DO:	

Do tactical reroutes given by field facilities do the same as above?

- Yes, any reason for routing from one AFP to another receive the same treatment as seen in the previous example
- This includes airlines filing a flight plan that may be different than the current route TFMS is using for demand



How does the FSM algorithm account for multiple added flights into an AFP with EDCTs from another AFP that may not fit in the new AFP?

- > Prior to the revision the flight is given it's new EDCT for the RCTL
- For the case where there are no unassigned slots, the flight may receive the maximum delay (similar to the popups)
- The display in the FSM would reflect the arrival demand so the Command Center can determine if there needs to be a revision or if the current demand is within an acceptable rate
- During the revision of an AFP, any flights that were previously controlled are placed in Q2, which has priority over any uncontrolled flights (Q3). (Q1 is the exempt and active flights which is the highest priority)
- When a GDP is issued, the AFP flights would be controlled by the GDP but are not given priority
  - ✓ They are placed in the Q3 with other uncontrolled flights
  - This was to reduce the unfair delays of flights that departed between the AFP and arrival airport
  - ✓ The change was requested by the CAT team in AIMS 164566 and released with R13P4 on 11/5/2016



Does adaptive compression in the new AFP have any control over these flights with EDCTs from the original AFP?

- Prior to a revision, yes, these flights are eligible flights for Adaptive Compression
  - The EDCT and control element on a recontrol flight are for the new AFP
- After a revision, there is no longer a RCTL status for the flight, and it is still eligible for Adaptive Compression

Will an AFP revision take control of these flights that have EDCTs from the other AFP?

• When the AFP is revised, the control of the flight routed into the AFP is already for the new AFP, so control remains with the new AFP before and after the revision

Additional Notes:

- RCTL's are mainly associated with AFPs, as GDPs take precedence over an AFP
- Flights can be diverted from one airport to another, but those flights have a separate set of rules for AFP/GDPs

