ATO 2024 VP Efficiency Initiatives

The National Airspace System (NAS) is the safest, most efficient aerospace system in the world.

While safety is always paramount, efficiency maximizes the use of available airspace. In 2020, the ATO began the effort to collaboratively address improvement to operational efficiencies. Continuing to build on this foundation, the ATO will focus on additional efficiency performance Initiatives for 2024.

<u>**Maximizing Departure Throughput:**</u> Departure throughput is one of the most significant operational considerations and has historically been the motivation for many of the past Performance Initiatives. This desired outcome encompasses recommendations made by the 2023 CDM Focus Five Sub-team: TOS and Departure Throughput. To achieve maximum departure throughput, the Sub-team identified four focus items: TOS, pathfinders, departure fixes, and escape routes.

TOS Objectives for 2024:

♦ Improve multi-line TOS utilization by increasing participating operators at more locations and educating operators, including business aviation.

♦ Focus execution on scenarios to be defined by CDM Tasking 126, TOS Scenario Development. Noting that Coded Departure Routes (CDRs) may still be a starting point for some operators.

♦ Expand PDRR to more Air Traffic Control Towers, specifically in airspace where PDRR is not operationally available for the surrounding ARTCC. TOS must be a consideration for New York in 2024. New York ATCTs have identified a willingness to reroute departures and should be considered for tower PDRR.

♦ Metrics could include number of TOS submitted, number TOS implemented, by operator and by location; 2024 would be used to baseline, looking to see increases through the year.
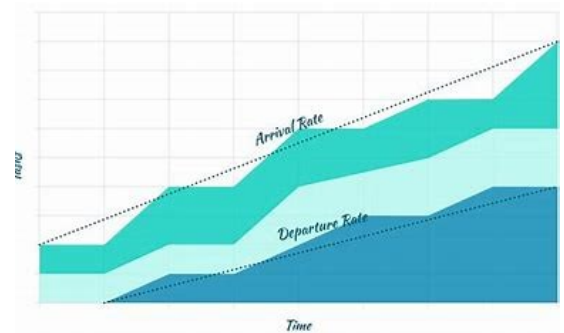
Pathfinder Objectives for 2024:

♦ Develop a standardized comprehensive pathfinder process on assignment, acceptance, and tracking.

♦ Reconsider the results of CDM Tasking 100, Real-time Coordination, Collaboration, and Information Exchange, specifically the results of the ZDC trials.

♦ Reexamine use of existing tools (e.g., RAPT, NOD) to support pathfinder assignment.

♦ Reaffirm past training efforts and work with the New York IROPs Ad Hoc Team.

♦ Coordinate with Tech Pilot groups on pilot education around pathfinders and developed processes.

♦ Identify applicable options for distribution of education materials (i.e., TFM Learning) for operators including pilots and operations centers.

♦ Metrics could include how often pathfinders are accepted.

Departure Fix Objectives for 2024:

♦ Provide better departure fix status and more transparency on fix availability (better data and better reporting). Improve accuracy and timeliness of fix restriction information. Begin by exploiting available reporting options (e.g., PANYNJ and United concepts) and continue to motivate better reporting.

♦ Expand use of Integrated Departure/Arrival Capability (IDAC) in New York beyond Atlanta and Charlotte. Explore options beyond legacy tools and techniques.

♦ Increase operators' use of Integrated Departure Route Planner (IDRP) as a tool to help departure fix balancing. Assess utility of RAPT, in applicable markets, to support decision process.

♦ Investigate use of operational triggers to achieve better fix balancing. TOS may be a way to identify operators' preference in mitigation options.

♦ Keep focus on New York, but add awareness for markets of concern identified with 2023 metrics, including but not limited to airports in Las Vegas, Seattle, Florida and Southern California.

♦ Continue measurement and reporting of the Departure Throughput Efficiency measure. Compare 2024 to 2023 to observe efficiency performance, specifically for SWAP (e.g., June 2023 to June 2024).

♦ Explore development of a departure fix efficiency measure, like SAER for departure fixes. The metric could consider how well traffic is being delivered over a fix (e.g., meeting MIT rate) and could consider MAP values.

Escape Route Objectives for 2024:

♦ Balance use of Northeast escape routes and avoid overloading.

♦ Increase use of Southeast escape routes, where appropriate.

♦ Continue Escape Route Utilization metric monitoring.