

New York Action Team

SWAP 2013

Teterboro User Group Brief

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New York Action Team objectives

Improve the flow of traffic and airport operations in the New York Metropolitan area. This must be managed in a safe and efficient manner with a more proactive focus on the complexity and importance of situations unique to this airspace.

- Early identification of levels of severity when dealing with severe weather conditions
- Active balancing of arrival and departure throughput
- Provide repeatable operational practices and procedures
- Minimize excessive holding, diversions and taxi back gate returns
- Provide measureable results



NY Action Team baseline to move forward

Strategies that don't work in New York SWAP events:

1. A wait and see approach to the operation or initiatives
2. "Keeping pressure on the system or airports"
3. A "run to failure" ...or "run till the wheels fall off" approach.

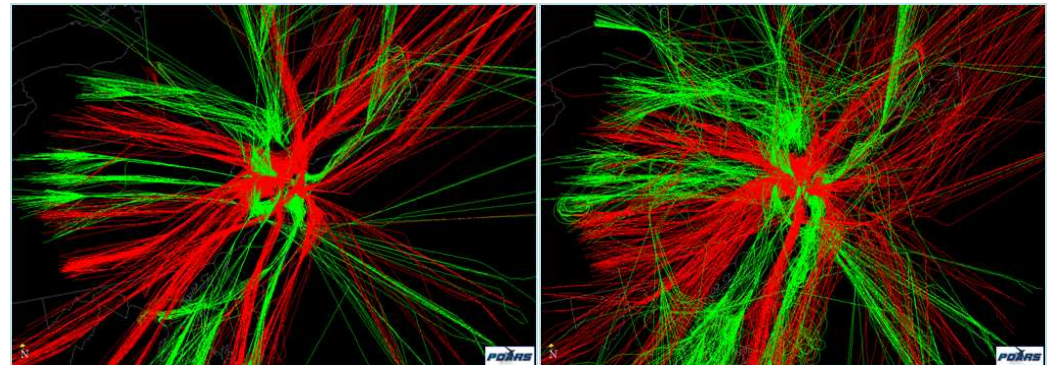
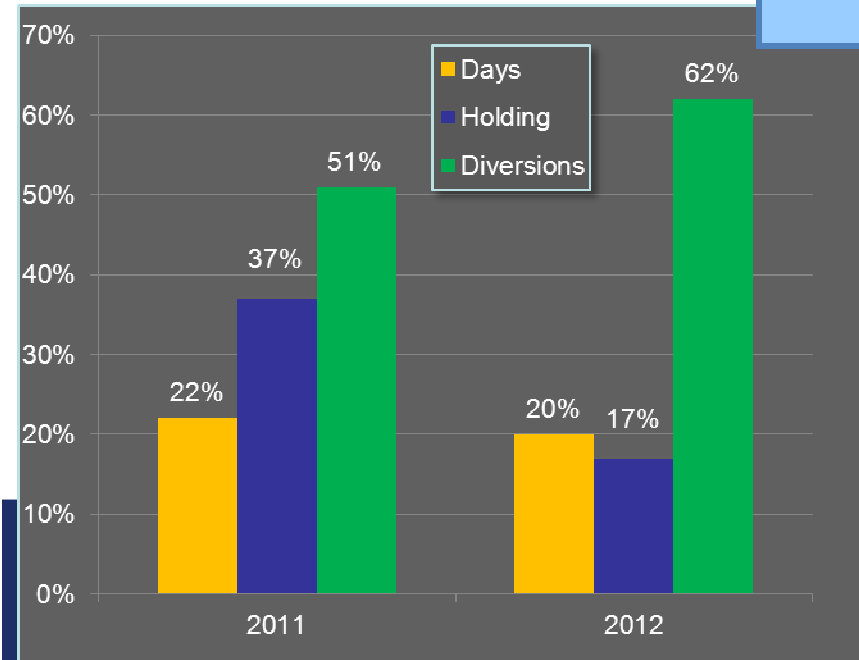
Waiting until the NY operation is in disarray, then tactically fixing it, has not proven to be successful.



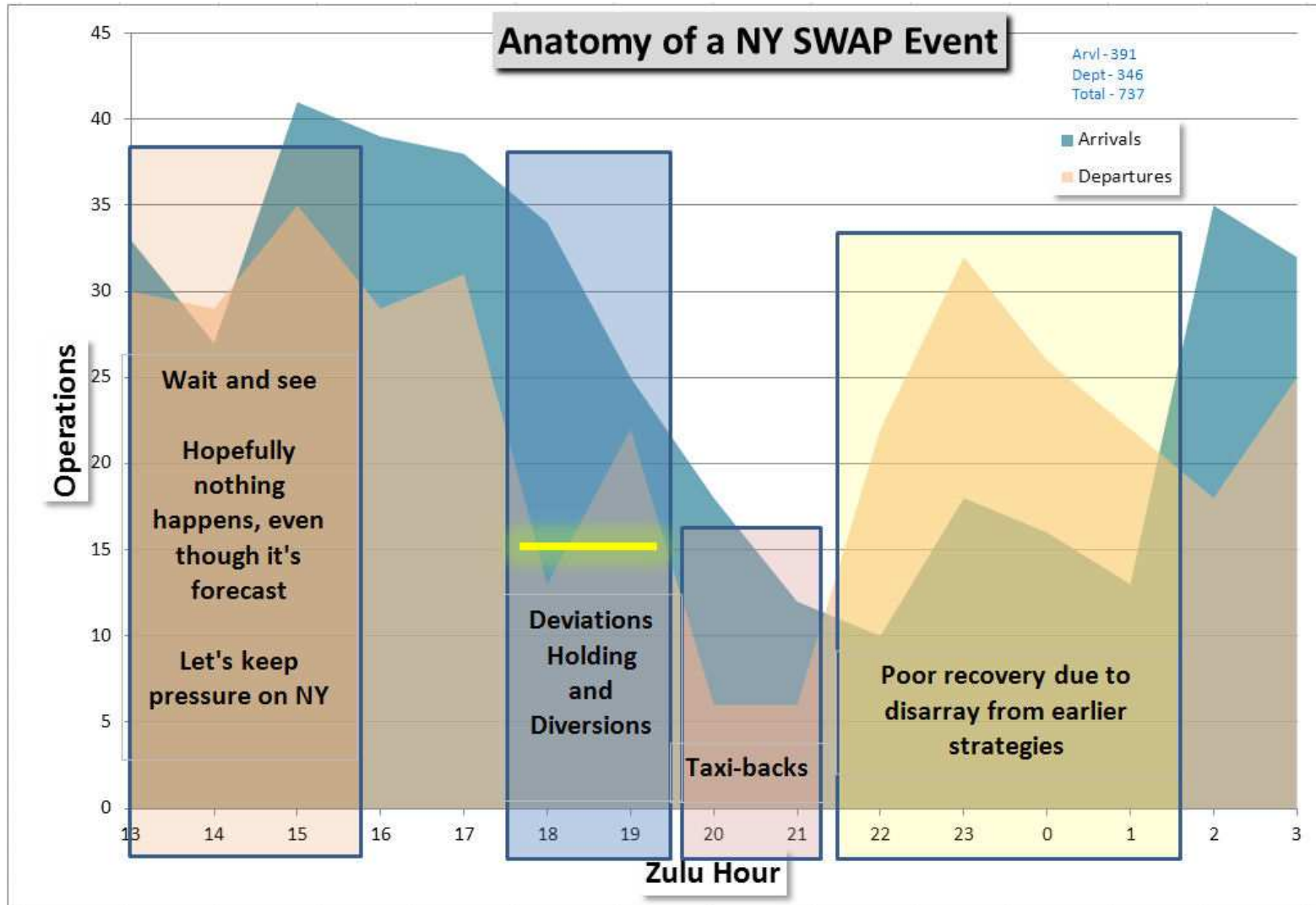
NAS disruptions

Through analysis of hourly arrival and departure throughput data for 2011 and 2012, we attempted to identify the most impacted weather days for EWR, LGA, and JFK

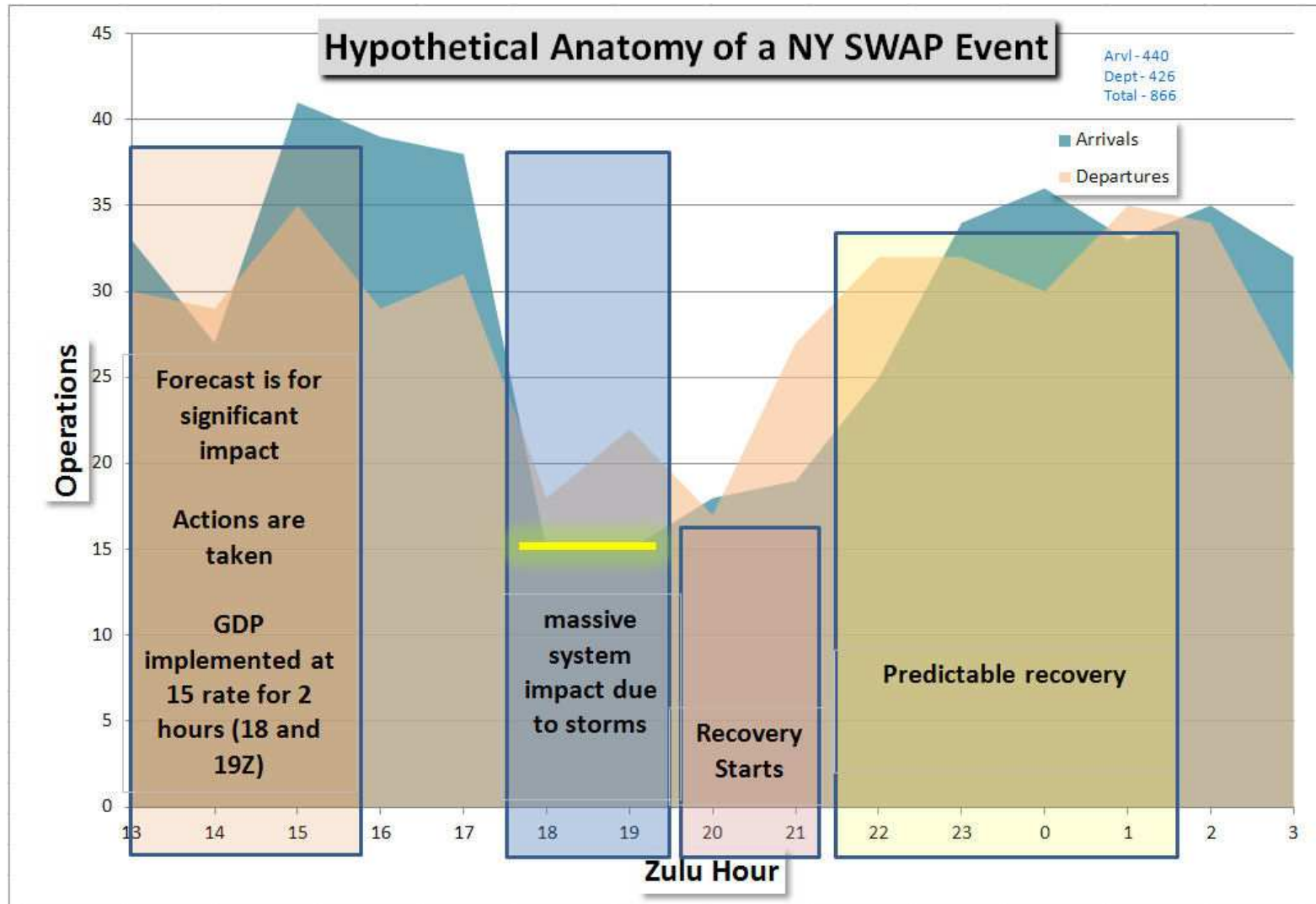
	2011	2012
SWAP Days	98	94
Severely Impacted Weather Days	22 22%	19 20%
Cumulative Holding Hours	4,468	2,584
Severely Impacted Weather Days	1,646 Hours 37%	448 Hours 17%
Total Diversions	1,520	1,375
Severely Impacted Weather Days	772 51%	849 62%



Causes of disarray



Short, high impact GDP's



Results and what's new for SWAP 2013:

- ATCSCC NY Coordinator Position
- Severity index for levels of SWAP Events
- Proactive departure and arrival SWAP strategies
 - Very low rate GDP's for NY airports, possibly with AAR's between 15-22
 - Very low rate AFP's
 - Use of Integrated Collaborative Routing
 - Reroute around ZNY airspace to provide better departure capacity
 - Reroutes off usable airways to reduce demand before they close
 - Recovery strategies to reuse routes in a more timely manner
 - "Required" use of Escape Playbooks (SERMN, PHYLER, etc)
- Use of TFM Weather Portal
- Revised procedures for the New York Hotline
- Changes to the planning process and planning advisories
 - Establishing "Traffic Flow Priorities" for SWAP events
 - Detailed Information in the Planning Advisories
 - Requiring facilities to "Accept and favor rerouted traffic"



Roles and responsibilities clarified

TCA	TRC	NY Coordinator
NRP	SATELLITE AIRPORT INFORMATION	ROUTE AVAILABILITY, REROUTES, CLOSURES TO ROUTES, OFFLOADS
EDCT'S AND CHANGES	3-HOUR TARMAC INFORMATION	ROUTE PLANNING
NON-PREF ROUTE REQUESTS	DIVERSIONS	DIVERSIONS
INTER-FACILITY ISSUES	TAXI-BACKS	TAXI-BACKS
EN ROUTE ISSUES – FUEL, EXEMPTIONS FROM REQUIRED REROUTES	AIRPORT SPECIFIC INFORMATION FOR NY AIRPORTS	HOLDING IN EXCESS OF 15 MINUTES DEPARTURE DELAYS IN EXCESS OF 30 MINUTES
NAIMES OUTAGES	AIRPORT EQUIPMENT ISSUES	HOTLINE ISSUES
E-CVRS/E-STMP		REROUTES TOWERS HAVE AVAILABLE TO USE (SERMNM, DUCT)
DIVERSION RECOVERY PAGE		



Short, high impact GDP's

- Forecast products are adequate.
- Targeted GDP's (15-22 rate) for 2 hours.

Reducing arrivals for two hours at EWR, LGA, and JFK should:

- Balance the arrivals and departures
- Alleviate pressure on ZNY, ZBW, ZDC, and ZOB by removing 100-130 arrival flights out of the NAS.
- Provide coherent and predictable routes for arrivals and departures in consideration of the unrecoverable capacity loss
- Reduce the number of diversions
- Reduce the amount of holding
- Reduce the number of taxi-backs
- Produce to a smooth recovery
- Provide ATC and customer predictability
- Accomplish more total flights at the end of the day, and if not, reduce adverse NAS impacts



Support for teams recommendations

- Team participants expressed a variety of views and opinions during the meetings.
- Most of the SWAP actions we currently take have been in place for a very long time.
- We did not seek or get 100% buy-in or consensus for every proposal.
- Team did acknowledge a need to do something different, however, what we do differently has some varying opinion.
- Team co-leads made decisions to move forward.
- Recommendations are data-driven.



Challenges

- Due to the unpredictable nature of severe weather, we will often have to take action without knowing 100% what the results will be.
- Risk management and uncertain decision making will play key roles in actions and outcomes. *Sometimes our actions will be unsuccessful.*
- FAA and airline personnel commonly postpone decision making until they know they are “right.” This cultural issue will take time to overcome.



Next steps

- Training has been developed and needs to be completed.
- Refine and produce performance metrics specifically for NY SWAP. Once matured, responsibility for reporting these measures will be with the AJR System Efficiency office.
- Re-adjust plans as necessary based on results.
- Team will conduct bi-weekly telcons to discuss actions and results.
- Ensure results and metrics are shared with NATCA and operational workforce.

