

South Florida Customer Advisory Group:

Quarterly Meeting

October 23, 2008



Federal Aviation
Administration



Playbooks

Purpose:

- Aids in expediting route coordination during those periods of constraint on the NAS, i.e....severe weather, high demand (special events such as Super Bowl traffic).
- Gives FAA facilities, and customers a common product for various route scenarios



VACAPE Additions

- **Routes to/from South Florida through the Mid-Atlantic Military Operations area (VACAPES) when the airspace is released for use by the public (nonmilitary use).**
- **SOME PLAYS MAY ONLY BE USED WHEN EAST COAST WARNING AREA AIRSPACE HAS BEEN RELEASED TO THE FAA**
- **VACAPE/Atlantic route availability is published daily through FAA Advisory Database**



VACAPES Plays

VACAPES NORTH 1

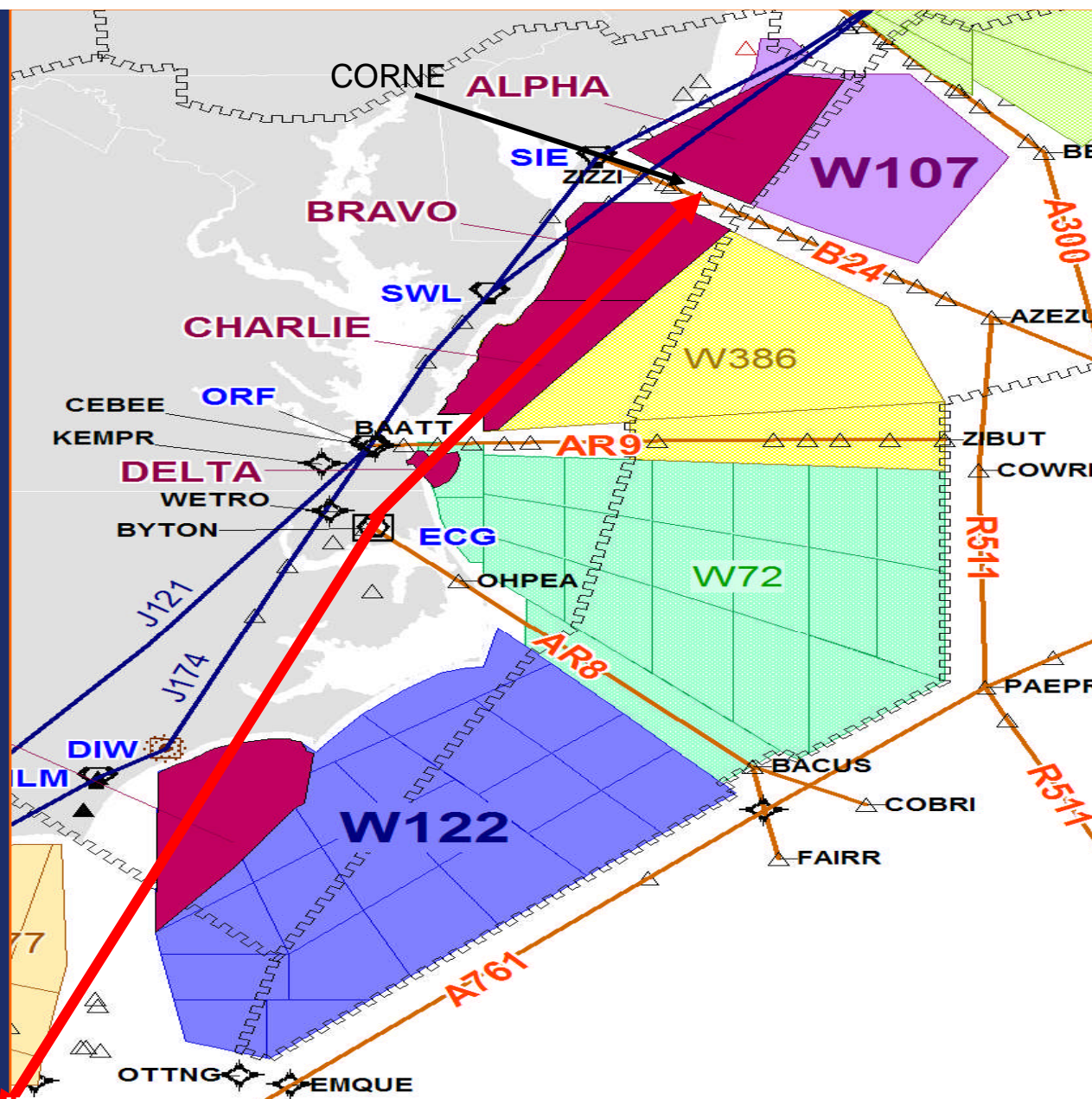
VACAPES NORTH 2

VACAPES SOUTH 1

VACAPES SOUTH 2

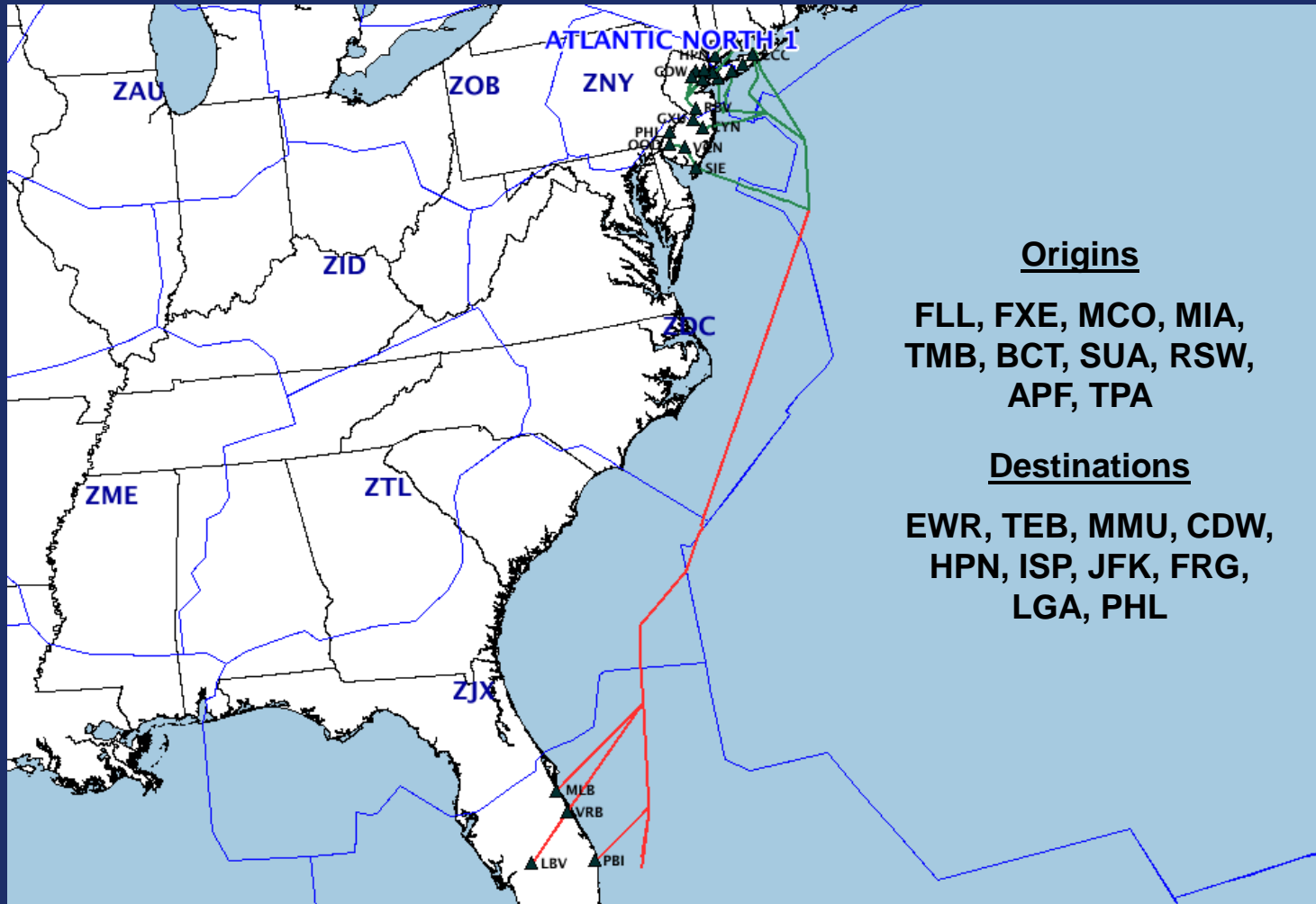
- PROVIDES ROUTES THROUGH THE VACAPES AREAS
- REDUCES TRAFFIC ON J174 / J121
- CAN BE USED SEPERATLY OR TOGETHER
- ALL AREAS A-E MUST BE AVAILABLE

BAHAA / JENKS



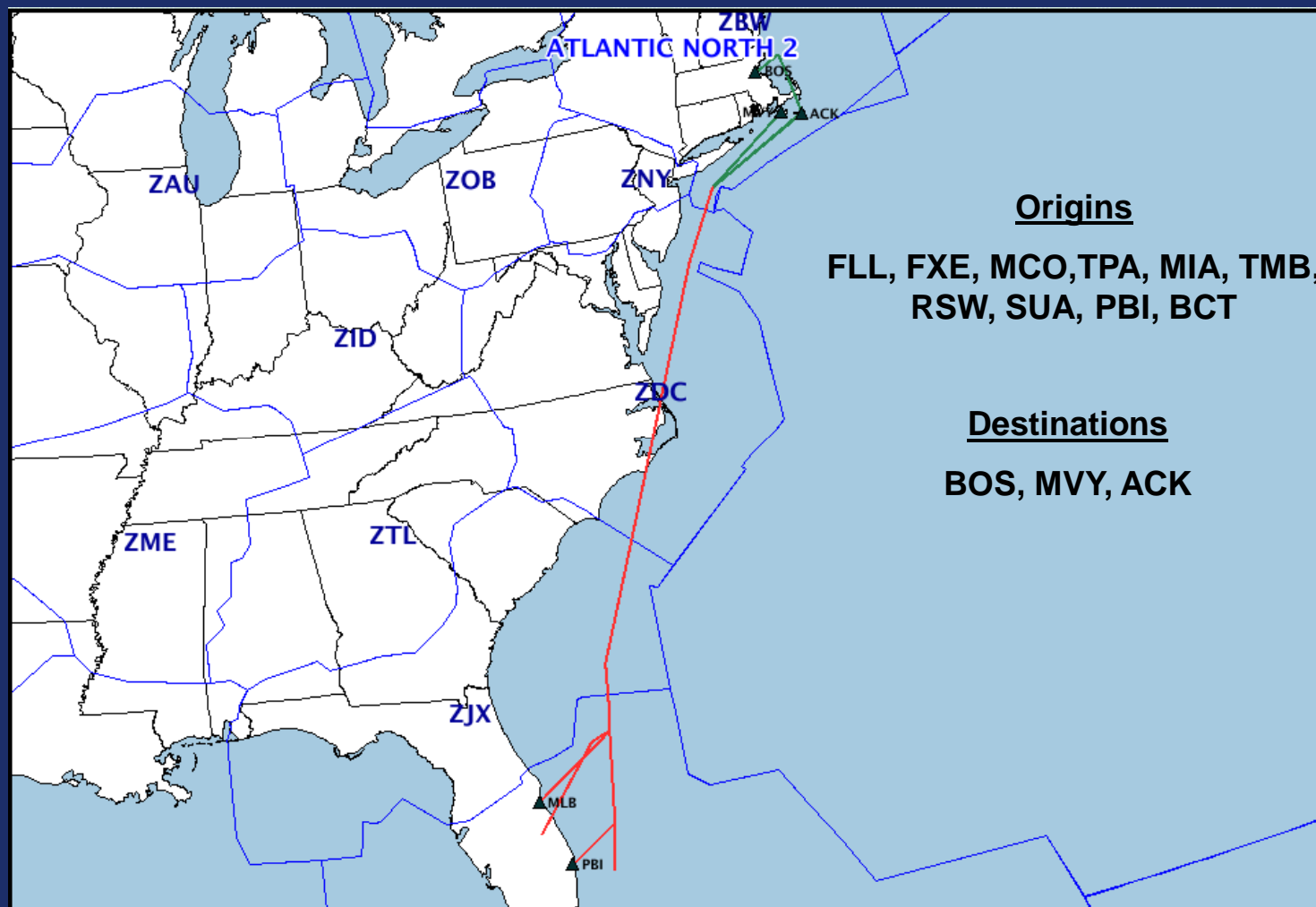
Atlantic North 1

THIS PLAY MAY ONLY BE USED WHEN EAST COAST WARNING AREA AIRSPACE HAS BEEN RELEASED TO THE FAA.
PRIOR COORDINATION WITH FASCFAC VACAPES REQUIRED



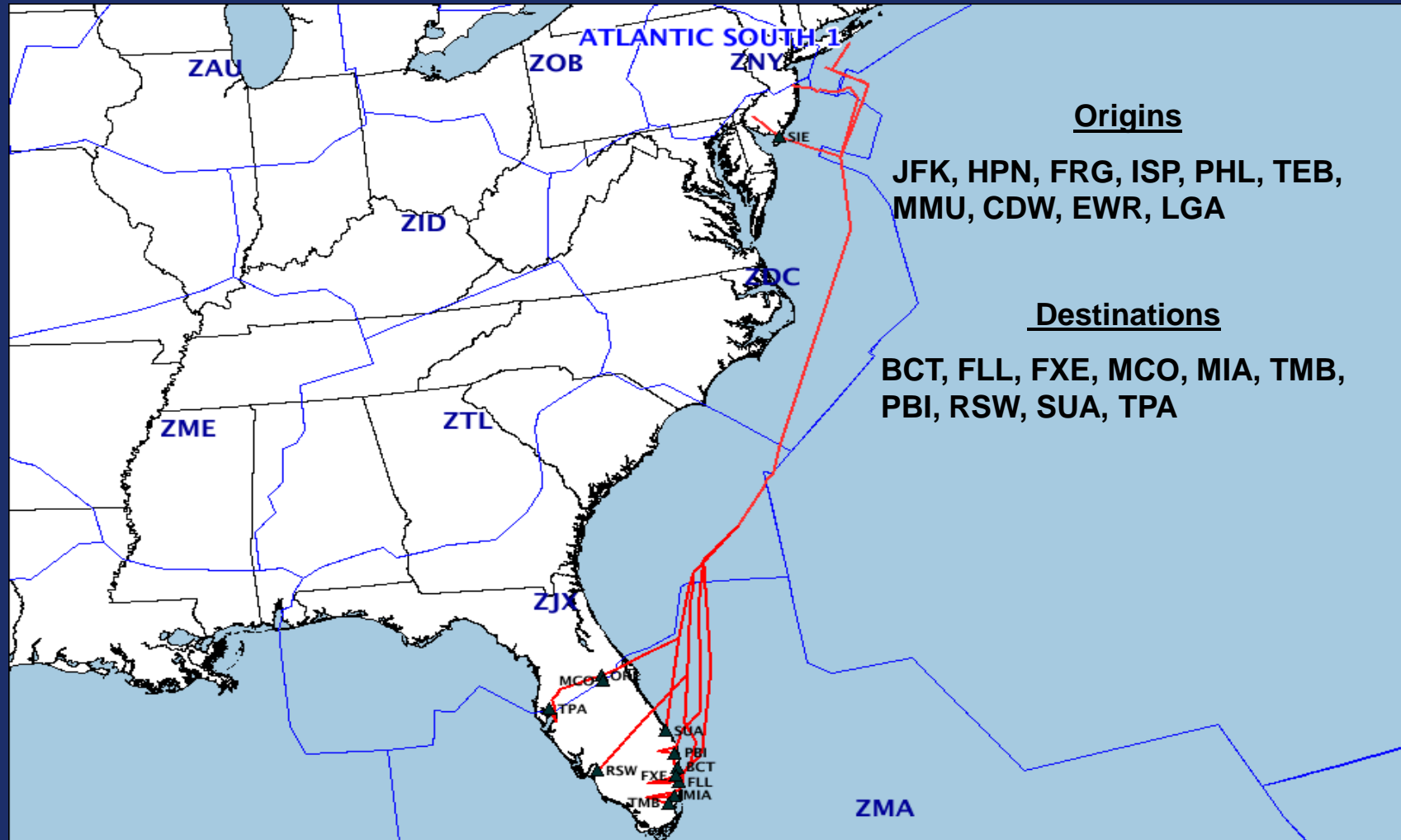
Atlantic North2

THIS PLAY MAY ONLY BE USED WHEN EAST COAST WARNING AREA AIRSPACE HAS BEEN RELEASED TO THE FAA BY THE MILITARY.



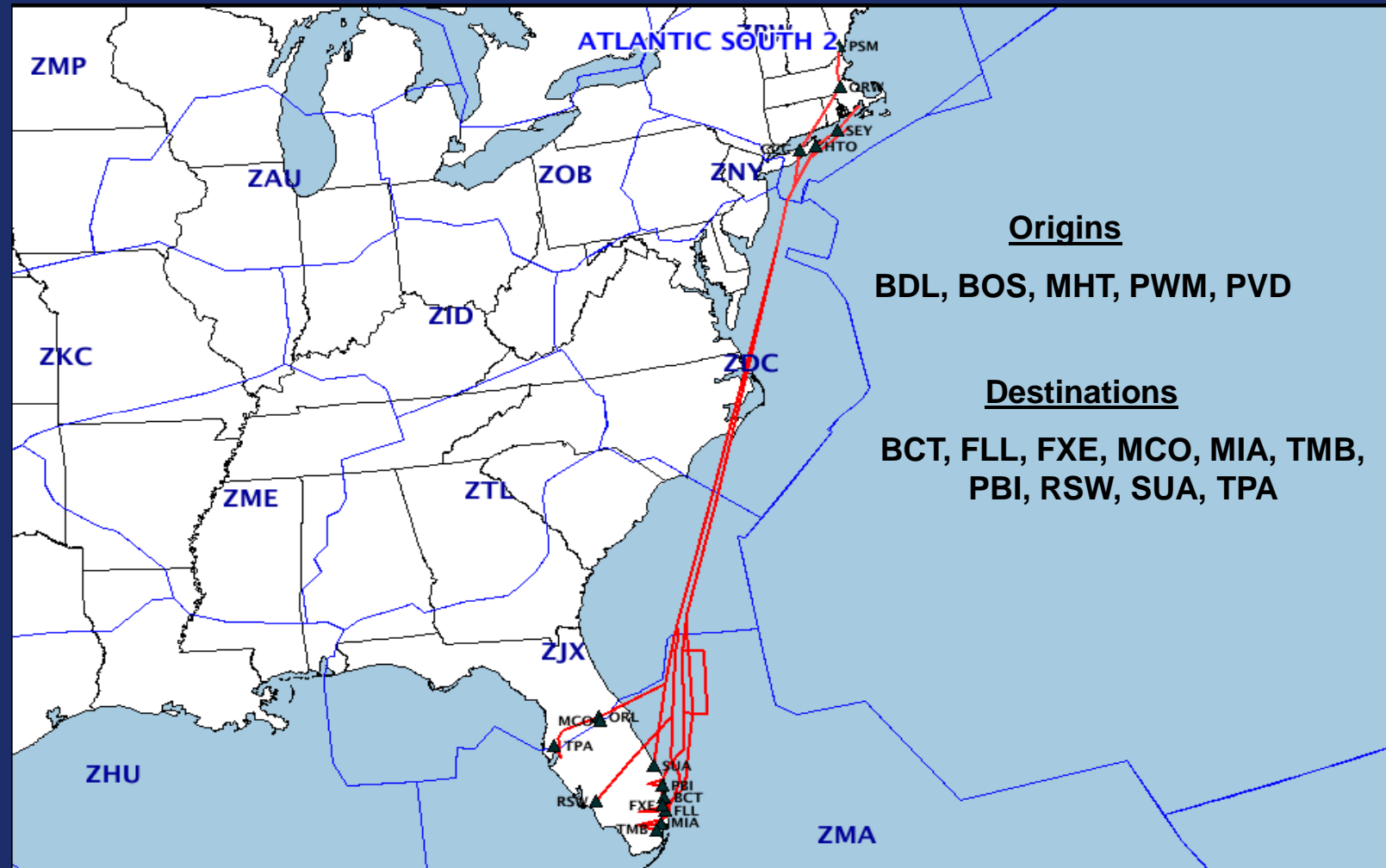
Atlantic South1

THIS PLAY MAY ONLY BE USED WHEN EAST COAST WARNING AREA AIRSPACE HAS BEEN RELEASED TO THE FAA.



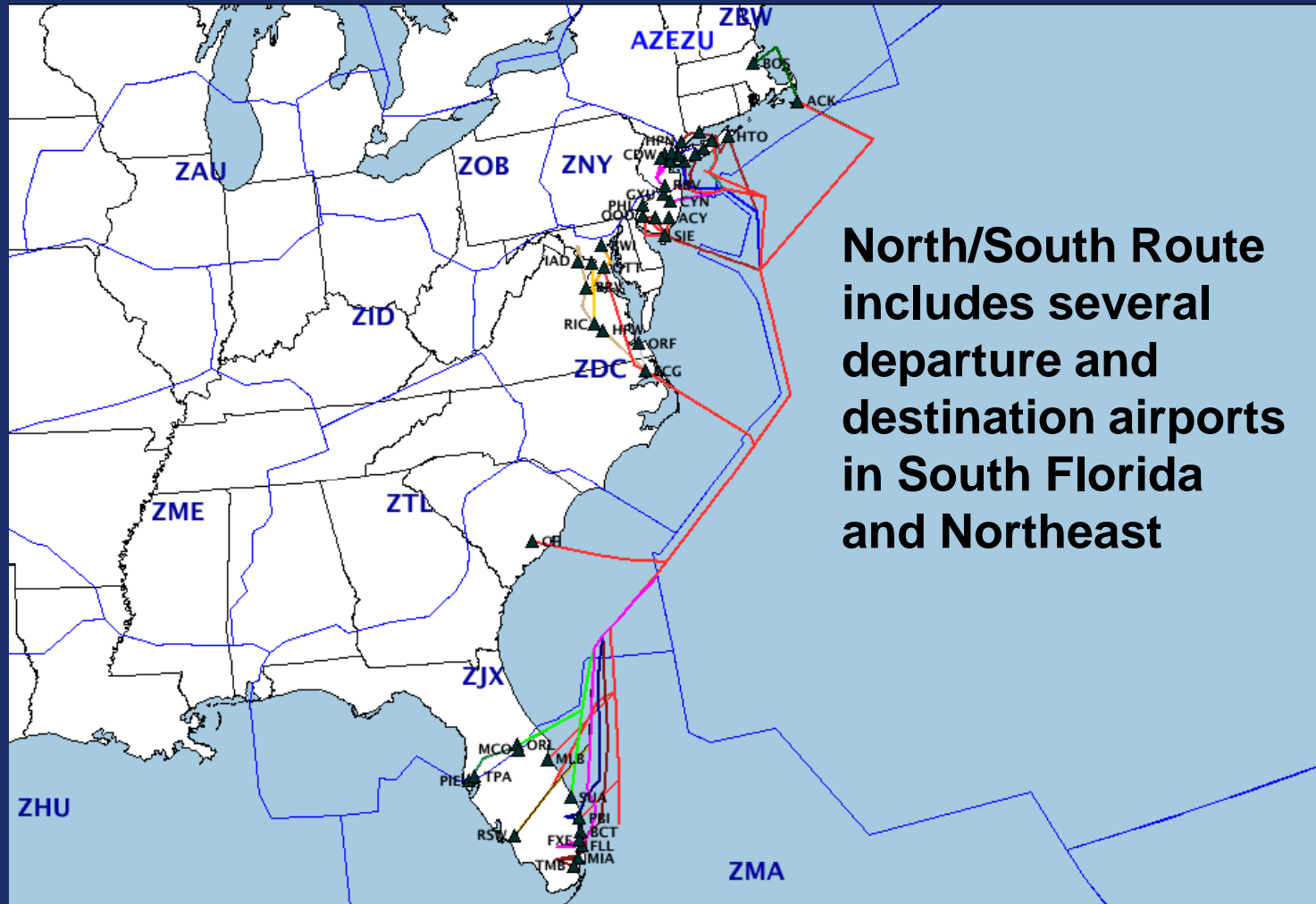
Atlantic South2

THIS PLAY MAY ONLY BE USED WHEN EAST COAST WARNING AREA AIRSPACE HAS BEEN RELEASED TO THE FAA.



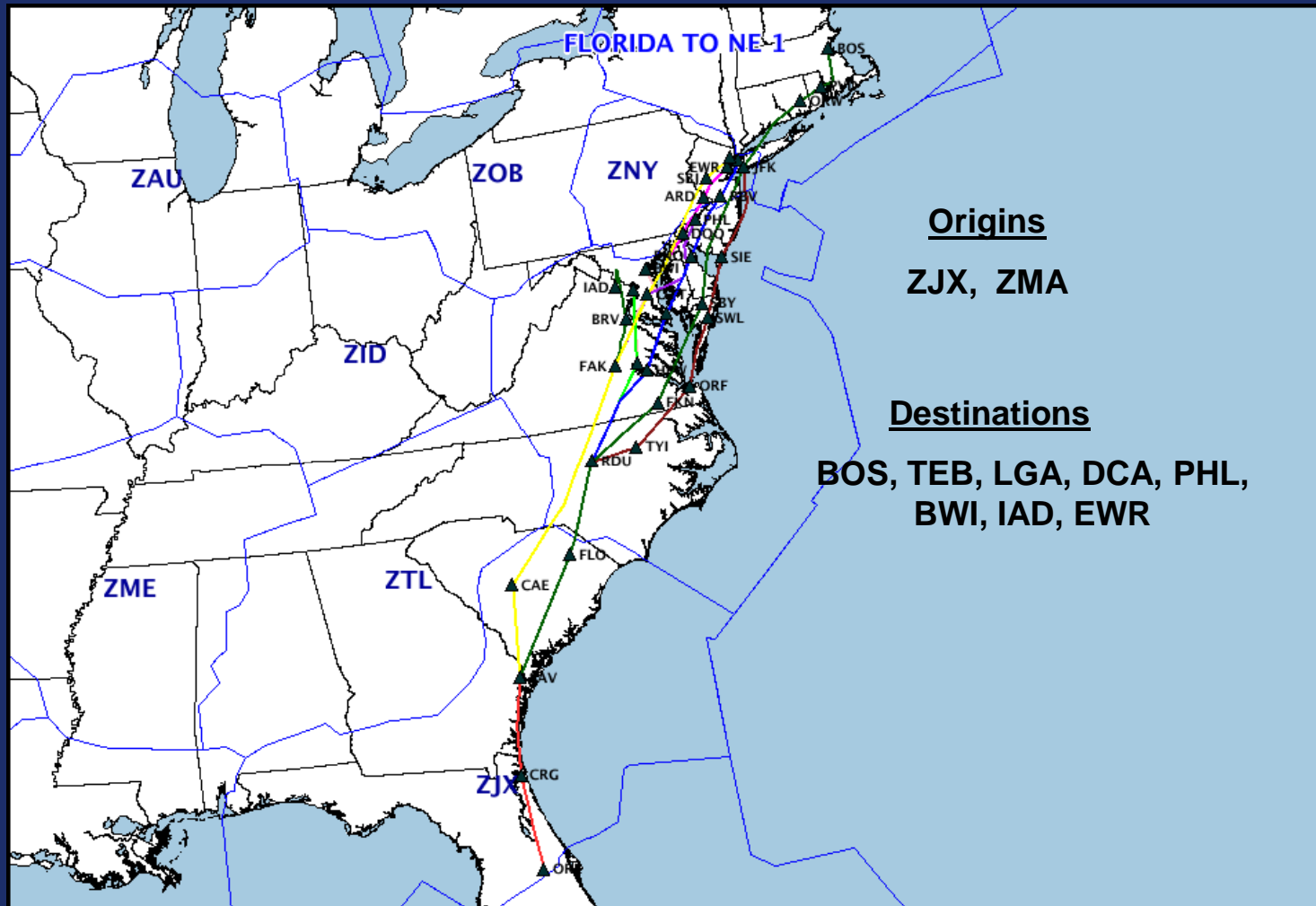
AZEZU

M201 IS RESTRICTED TO FL310 AND ABOVE



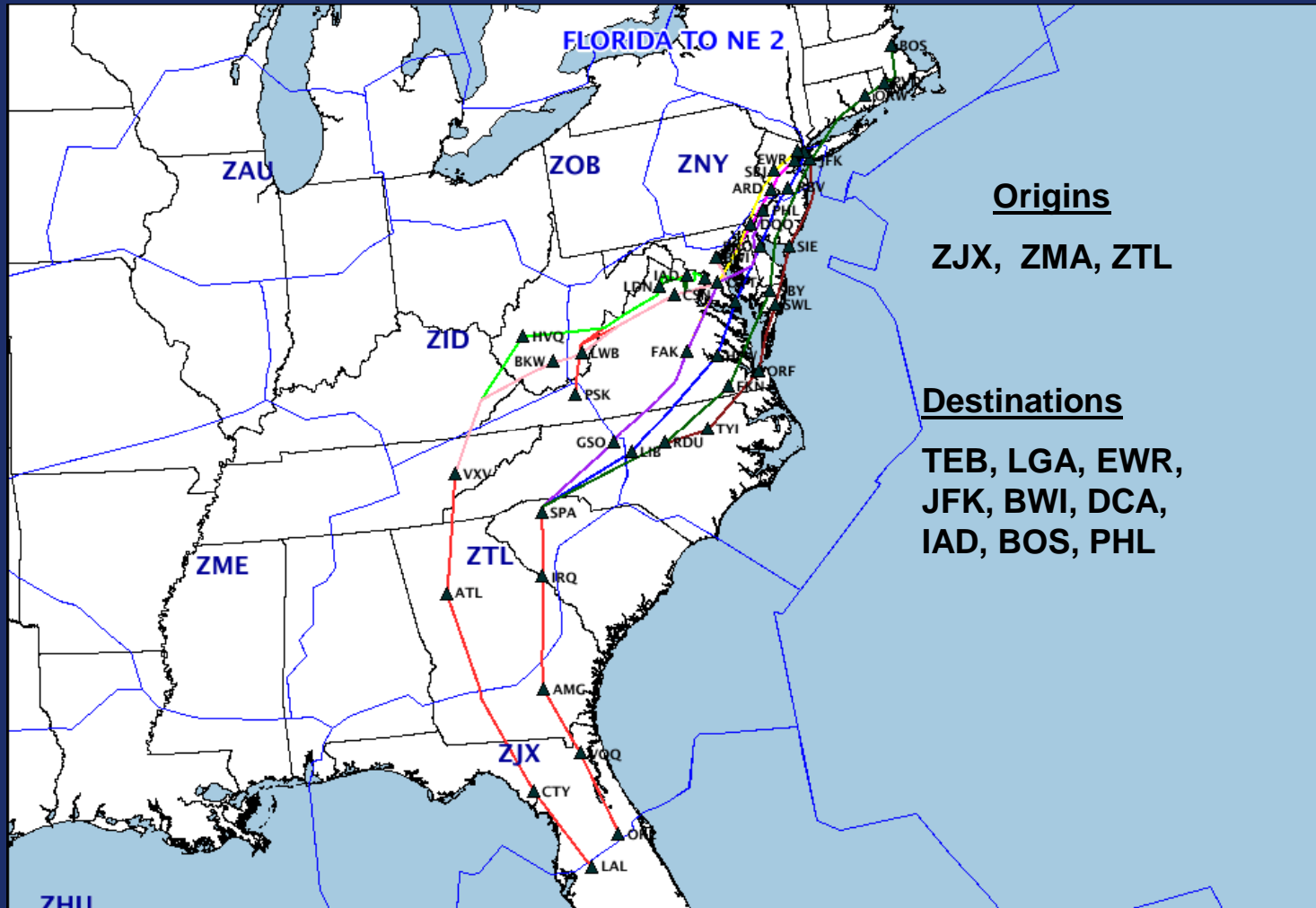
Florida to NE1

REROUTE ANY AIRBORNE TRAFFIC AND INTERNAL DEPARTURES VIA THE DESIGNATED ROUTE THEN JOIN THE PREF ROUTING TO DESTINATION



Florida to NE2

REROUTE ANY AIRBORNE TRAFFIC AND INTERNAL DEPARTURES VIA THE DESIGNATED ROUTE THEN JOIN THE PREF ROUTING TO DESTINATION



REROUTE ANY AIRBORNE TRAFFIC AND INTERNAL DEPARTURES VIA THE DESIGNATED ROUTE THEN JOIN THE PREF ROUTING TO DESTINATION

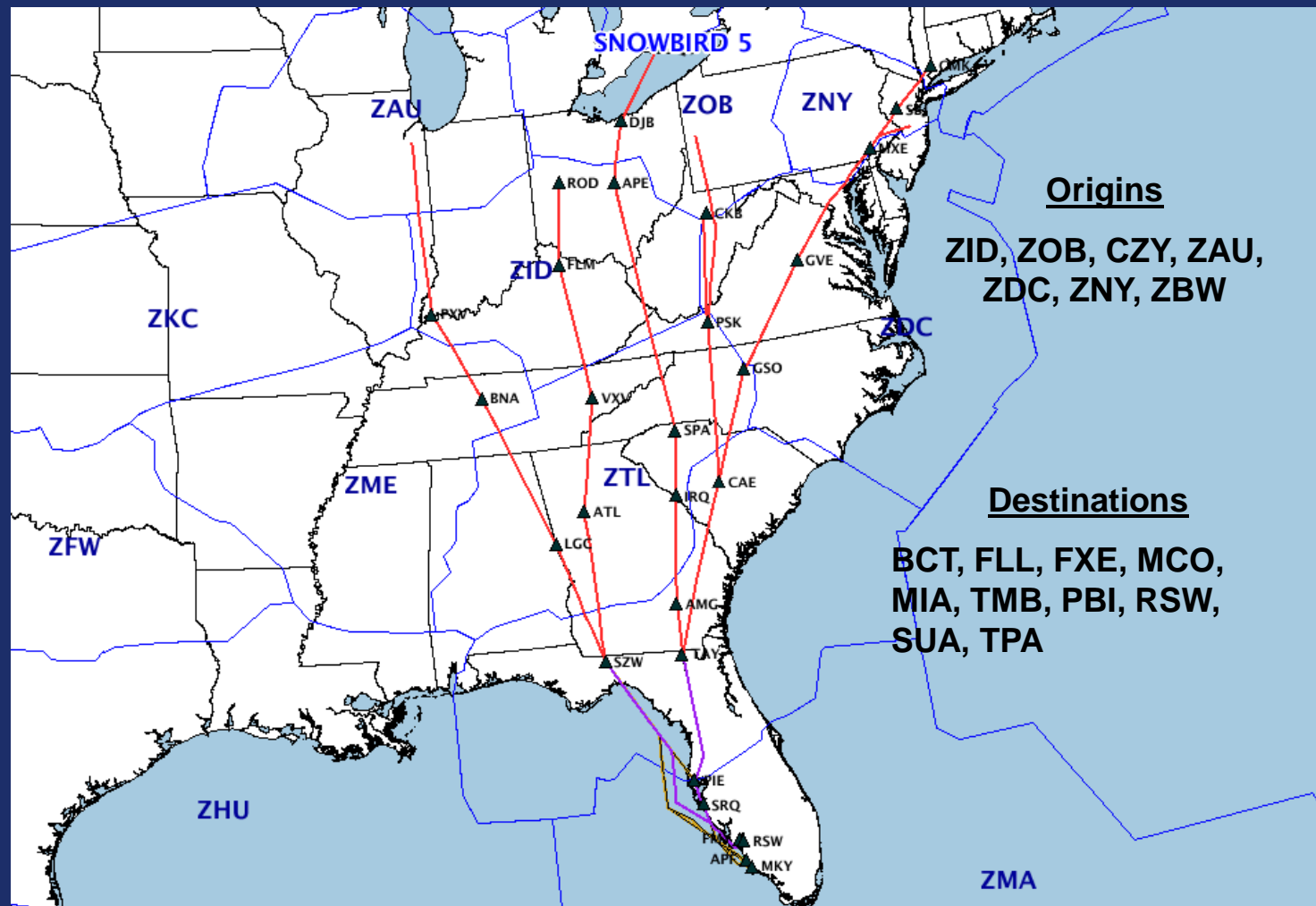


ZTL, ZJX, ZMA as well
as ZHU, ZKC, ZFW

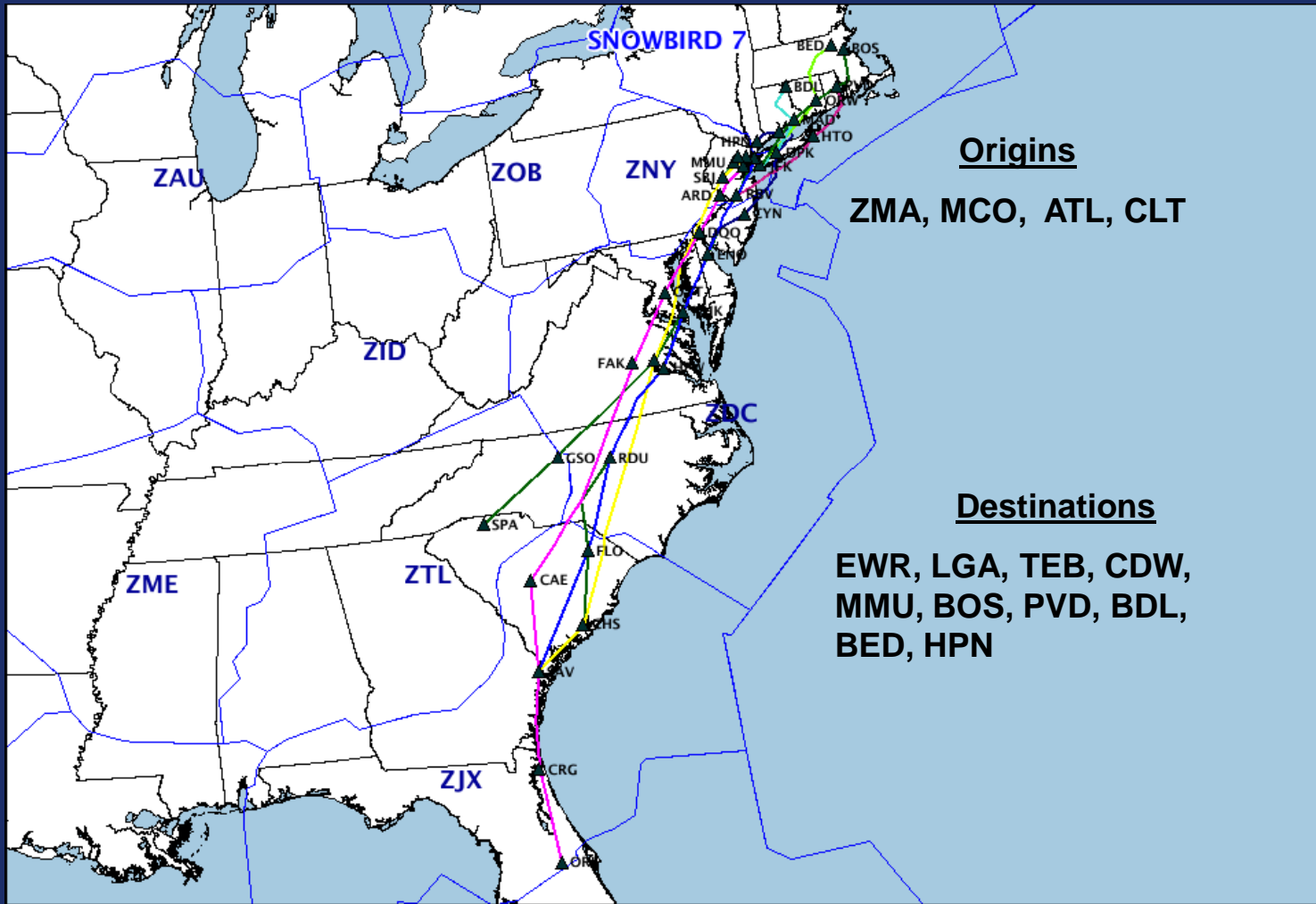
Destinations:

IAD, PHL, BWI, DCA,
TEB, LGA, EWR,
JFK, BOS

Snowbird5

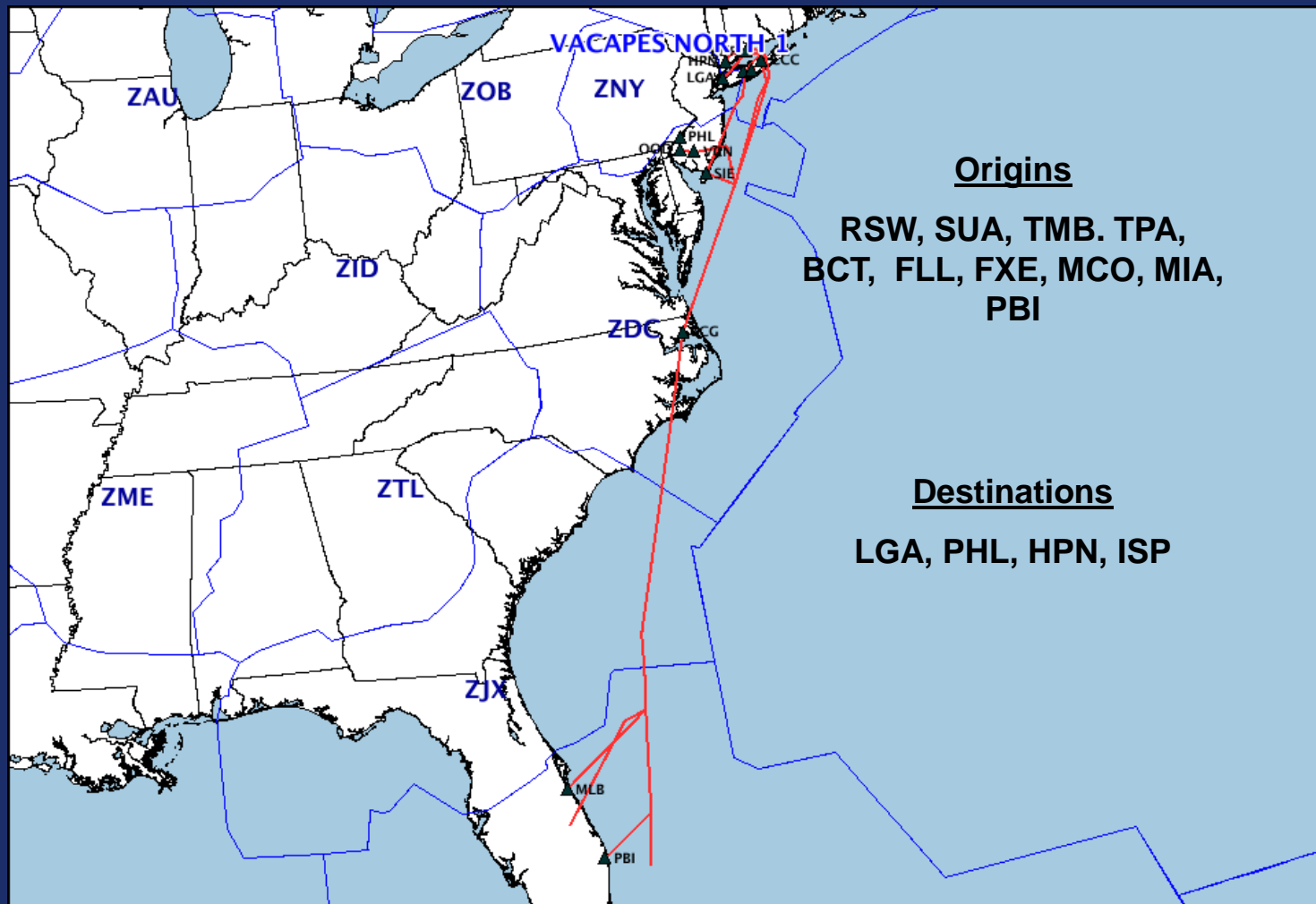


Snowbird7



VACAPES North1

ALL VACAPES AREAS A-E MUST BE AVAILABLE.



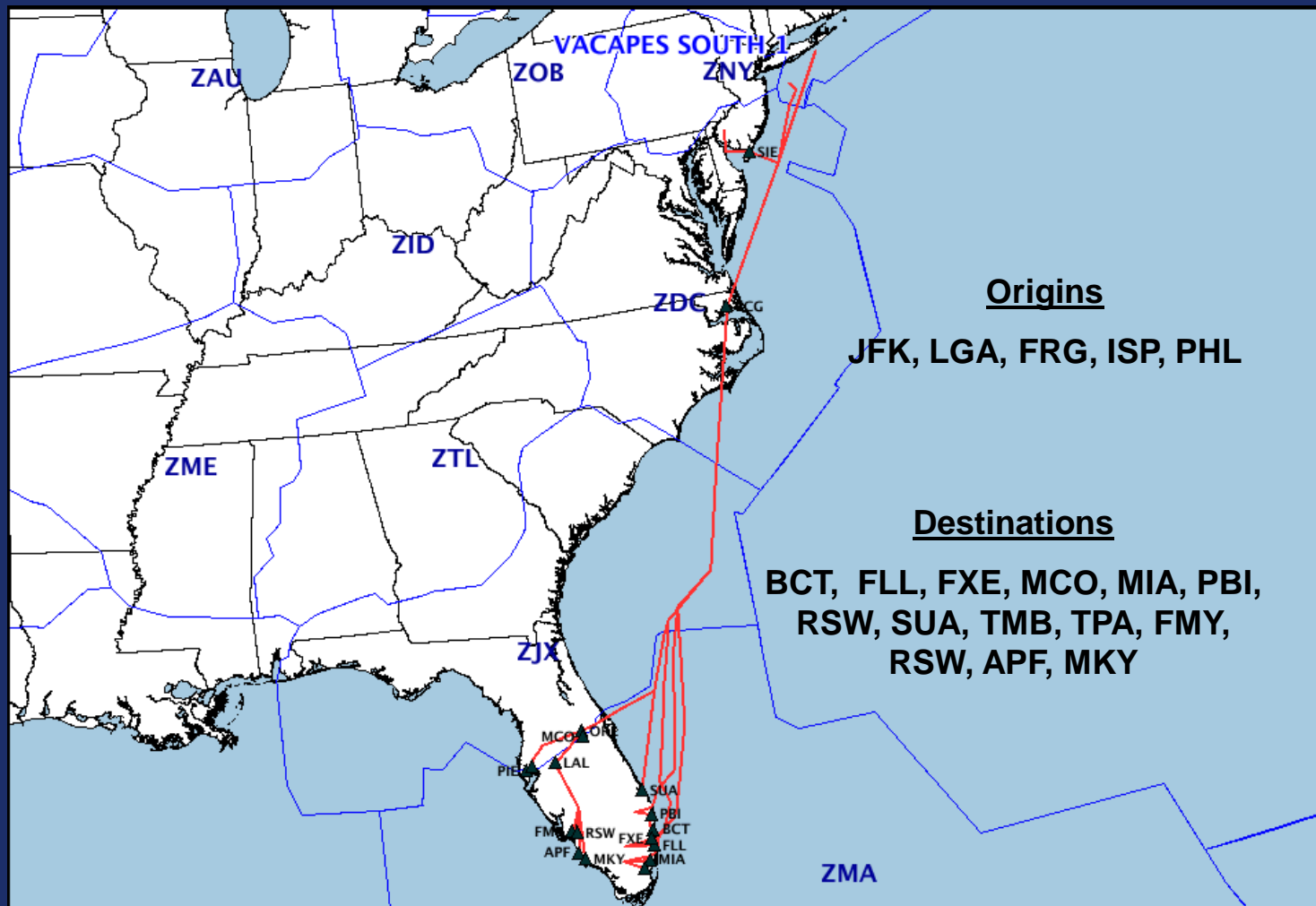
VACAPES North2

ALL VACAPES AREAS A-E MUST BE AVAILABLE



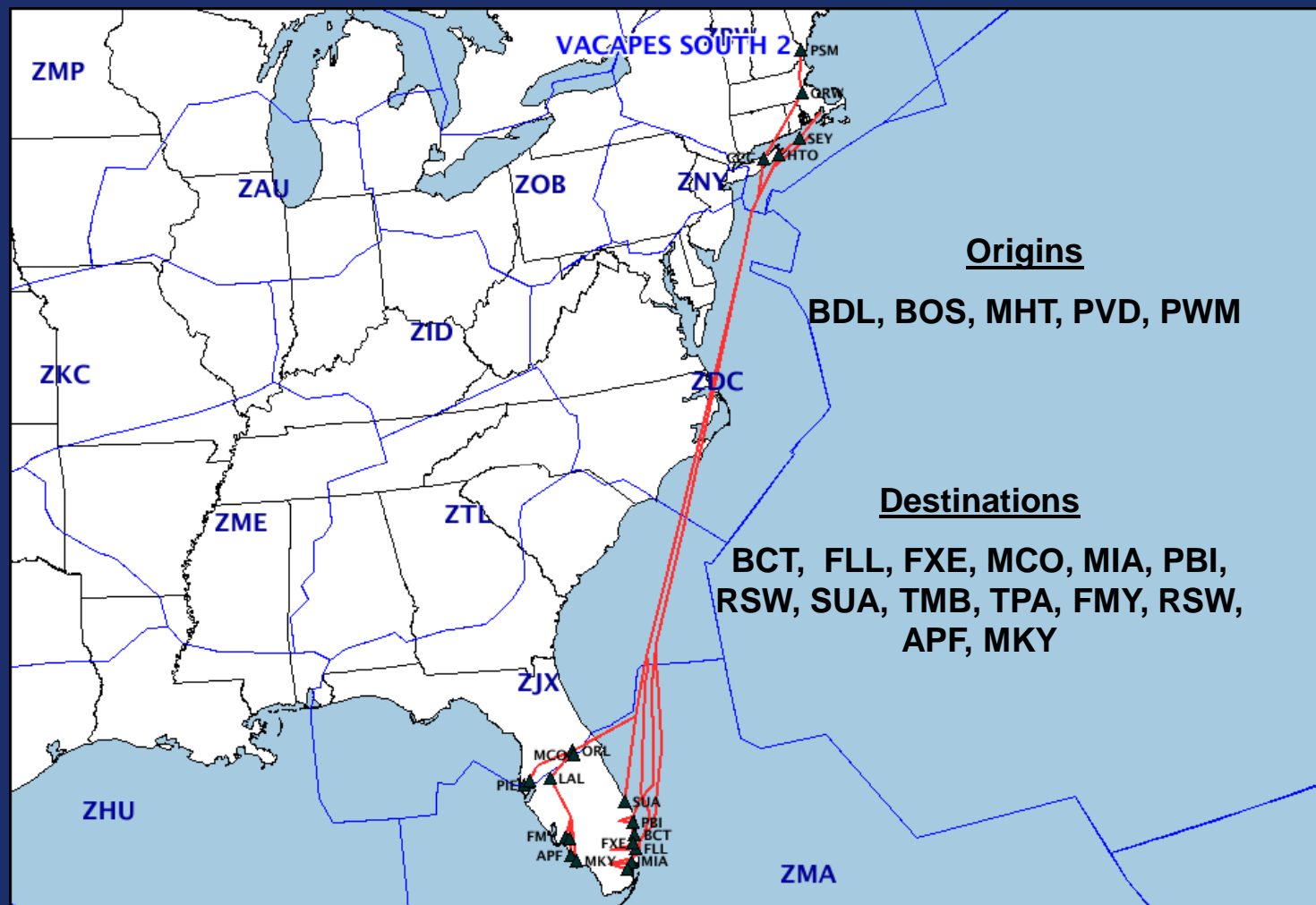
VACAPES South1

ALL VACAPES AREAS A-E MUST BE AVAILABLE.



VACAPES South2

ALL VACAPES AREAS A-E MUST BE AVAILABLE



Atlantic Routes vs. VACAPEs

- **Atlantic Routes will be available when Atlantic military SUAs are available**
 - shuttle launches and other special military activity may require off-loads or re-routes
- **VACAPEs will be used when specific warning areas off of the VA/NC/MD coasts are released by the military**



www.faa.gov

The screenshot shows the FAA website as it appeared in 2007, viewed through a Windows Internet Explorer browser. The browser's address bar shows 'http://www.faa.gov/'. The website features a blue header with the FAA logo and navigation tabs for 'Aircraft', 'Airports & Air Traffic', 'Data & Statistics', 'Education & Research', 'Licenses & Certificates', 'Regulations & Policies', and 'Safety'. A red callout box with the text '•Then click Airport Status and Delays' has a red arrow pointing to the 'Airport Status and Delays' link in the 'Top Requests' section on the right side of the page. The 'Top Requests' section also includes links for 'Jobs at FAA', 'Accident and Incident Data', 'FAA Offices', 'FSDOs', and 'IACRA'. Below this, there are sections for 'Regulations and Guidelines', 'Pilots', and 'Mechanics'. The main content area on the left features a large image of an airplane in flight and a section titled 'New Requirements for U.S. and International Flights' dated October 3.



Flight Delay Information - Air Traffic Control System Command Center - Windows Internet Explorer provided by MITRE

http://www.fly.faa.gov/flyfaa/usmap.jsp

File Edit View Favorites Tools Help

Flight Delay Information - Air Traffic Control System Command Center


FAA.gov Home | ATCSCC Home

Flight Delay Information - Air Traffic Control System Command Center

ATCSCC Home | Products | What's New | Site Map | ATCSCC FAQ | Text-Only Version

View by Region: Select a Region View by Airport: Airport Lookup View by Major Airport: Select a Major Airport

(Enter city, airport code, airport name)



SEA PDX SFO SJC LAS LAX SAN PHX DEN MSP ORD MDW CLE PIT IND CVG IAD BWI DCA BOS EWR LGA JFK TEB PHL RDU CLT MEM BNA ATL DFW IAH TPA MCO FLL MIA

The status information provided on this site indicates general airport conditions; it is not flight-specific. Check with your airline

start Inbox - Microsoft Out... SoFLCAG10232008.p... Flight Delay Informati... untitled - Paint 2:47 PM

Click on Products



Products

✎ [EDCT Lookup](#)

The Expect Departure Clearance Time (EDCT) Lookup application allows individual aircraft operators to determine if an EDCT has been issued for their specific flight. The flight plan must have been filed and transmitted to ETMS for any aircraft to be considered in any delay program.

✎ [GAAP](#)

This is a web application for the GA community that will show:

- ✎ Active GAAP airports and the number of available slots, and
- ✎ Individual EDCTs once the flight plan is in ETMS.

✎ [General Overview of the ATCSCC](#)

Gateway to the [ATCSCC Tour](#) pages; learn about the various components of Air Traffic Management.

✎ [Glossary of Terms](#)

Find descriptions of many common Air Traffic Management Acronyms.

✎ [National Playbook](#)

The playbook is also available in [a PDF version](#).

✎ [Operational Information System](#)

Real-time airport delay information as received from FAA facilities. The OIS system is a web-based application that displays up to the minute Ground Delay, Ground Stop, Deicing, and general airport delay information.

✎ [Route Management Tool](#)

National routes database updated on 56-day chart cycles that facilitates the timely dissemination and implementation of reroutes.

✎ [Runway Visual Range](#)

The touchdown, midpoint, and rollout RVR data for 48 airports, as well as the edge and centerline lighting settings are updated in real time.



Playbook Menu

Playbook Table Of Contents

National PlayBook Menu

☐ [PlayBook](#)

[Change for Sep 25, 2008](#)

- ☒ Airports
- ☒ Airway Closures
- ☒ East to West Transcon Route
- ☐ Regional Routes
 - [ATLANTIC NORTH 1](#)
 - [ATLANTIC NORTH 2](#)
 - [ATLANTIC SOUTH 1](#)
 - [ATLANTIC SOUTH 2](#)
 - [AZEZU](#)
 - [FLORIDA TO NE 1](#)
 - [FLORIDA TO NE 2](#)
 - [FLORIDA TO NE 3](#)
 - [MACER1](#)
 - [MACER2](#)
 - [MACER3](#)
 - [PSK](#)
 - [SIERRA NORTH](#)
 - [SIERRA SOUTH 1](#)
 - [SIERRA SOUTH 2](#)
 - [SKI COUNTRY EAST](#)
 - [SKI COUNTRY WEST](#)
 - [SNOWBIRD 5](#)
 - [SNOWBIRD 7](#)
 - [VACAPES NORTH 1](#)
 - [VACAPES NORTH 2](#)
 - [VACAPES SOUTH 1](#)
 - [VACAPES SOUTH 2](#)

Air Traffic Control System

Command Center



National Severe Weather

Playbook

Forums Web Site

Meeting summaries and presentations:

<http://www.mitrecaasd.org/TFMForums/>

Login = forums

Password = customers



Overview/Summary

- **FY 2007 National Perspective**
 - Most delays in NY and Chicago
- **Southeast Weather**
 - Slightly worse than average
- **Airspace Flow Program**
 - 226 AFPs used on 90 days
- **South Florida**
 - Operations: Steady trend with Tamiami increasing
 - Delays: No notable changes
 - Rates: FLL increase in Dec 2005 remains steady
 - Holding: Aug & Sep less than last year
 - Restrictions: Remain low
 - Reroutes: Few, mostly A761 to reduce departure delay
 - GDPs: Very few

