

Session A:

Decision support tools and CDM

- 13 papers - heterogeneous mix
- 30-50 participants
- Session chairs: Dominique Colin de Verdière, Volkmar Adams, Nicolas Dubois
- High standard of papers and presentations

Session A summary: new stuff

- Collaborative optimisation of arrival and departure flow management strategies for CDM (18)
 - Nice model including the idea of airport ‘footprints’
- Distributed human decision-making in flow management operations (71)
 - Intelligent agents representing airlines and FAA as autonomous, self-seeking and idiosyncratic
- Trajectory orientation: a technology-enabled concept... (81)
 - A new paradigm involving a change in controller roles
- Integrating the cockpit with ATM using path objects (74)
 - New method for defining and exchanging trajectories

Session A summary: still good

- Cognitive modelling in advanced decision aids for air traffic controllers (39)
- Use of datalink for aircraft-derived information (54)
- Wind prediction accuracy for ATM decision support tools (110)
- Restriction relaxation experiments enabled by URET (27)
- En route spacing tool (30)
- Observations on problem resolution advisories for air traffic controllers (50)

Session A summary: Don't push me to the side of the plate ... just yet



- ATM support tools in PHARE (55)
- Lessons learnt from CENA-PHARE experiment and requirements for future evaluation of novel concepts (89)
- PD/3 - a contribution to the future of ATM (125)

Session E:

Airport, ground operations, arrival and departure management

- 8 papers
- Generally high quality
- 30-35 participants
- Session Chairs: Tom Edwards, John Andrews

Session E Summary

- Use of RNAV routes to improve predictability and reduce voice comm workload (A:Path Objects)
- Trajectory modeling accuracy and error sources (A: Wind Error)
- Noise measurement and techniques for addressing issues
- Analyses and capability/requirement development for arrival/departure management

Some research areas not being addressed by community

- Departure merge into congested en route airspace
- Surface management during runway configuration transitions
- Arrival and departure management during abnormal operations (e.g., severe weather)



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GROUND DELAY PROGRAMS [Edit](#)

ARPT	START	END	FACILITIES	REASON	MAX	AVG	AAR
ATL	1809	2359	ZTL2 - DFW	WX ENROUTE	74	38	80
DFW	1800	0259	ALL	THUNDERSTORMS	150	39	72
EWR	1800	0359	ALL CYYZ/CYUL/CYOW/CYHZ	SUPPORT OF SWAP	354	276	5
LGA	2030	0159	NOWEST	TSTRMS ENRTE/SWAP	301	242	-28
PHL	1600	2359	ALL CANADA	LOW CEILINGS	267	150	30
STL	1900	0159	ALL	TSTMS	197	113	32

GROUND STOPS [Edit](#)

ARPT	TIME	FACILITIES	REASON
BOS	2030	ZDC/ZTL/ZJX/ZMA/ZHU	THUNDERSTORMS ON RTE
BWI	2100	ZID/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	WX EN RTE
CLE	2100	ZNY/ZDC/ZID/ZAU/ZBW/ZOB/ZMP	WEATHER/TSTMS
CLT	2100	ZDC/ZNY/ZBW	TSTMS
CVG	2015	ZID/ZOB/ZNY/ZBW/ZDC	TSTMS
DCA	2100	ZID/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	WX EN RTE
DTW	2100	ZDC/ZJX/ZTL/ZMA/ZAU/ZBW/ZID/ZMP/ZNY/ZOB	TSTMS ENROUTE
IAD	2000	ZID/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	WX EN RTE
JFK	2030	ZDC/ZJX/ZMA/ZTL/ZME/ZHU/ZFW/ZAB/ZLA	TSTRM ON RTE
LGA	2030	ZDC/ZJX/ZMA/ZTL/ZME/ZHU/ZFW/ZAB/ZLA	TSTRM ON RTE
MDW	2100	ZAU/ZID/ZME/ZTL/ZDC/ZJX/ZMA/ZOB/ZNY/ZBW	TSTMS
ORD	2100	ZAU/ZID/ZOB/ZMA/ZJX/ZTL/ZME/ZDC/ZNY/ZBW	TSTMS/NO ROUTES
STL	2100	ZNY/ZBW/ZOB/ZID/ZDC	TSTMS
TEB	2030	ZDC/ZJX/ZMA/ZTL/ZME/ZHU/ZFW/ZAB/ZLA	THUNDERSTORMS ON RTE
ZOB	2100	ZTL/ZJX/ZMA	NO ROUTES/WX

DELAY INFO [Edit](#)

ARPT	AD	DD	TIME	REASON
ATL		+90	1800	ORD G/S
ATL		+60	2001	WX
BOS		+135	1920	SWAP
BWI		+15	1703	LDN/AML RSTRN

DEICING [Edit](#)

ARPT	AAR/ADR	TIME	PLAN?
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Plenary session questions - 1

- Much R&D activity, but are there achievements?
 - Many examples of achievements
 - Safety focus for many years - metrics and techniques are relatively mature
 - Problem has changed with traffic growth
 - Capacity and efficiency activities still in their infancy
 - Collaboration a major achievement over the last decade
 - Patience and commitment is needed to change culture and habits - often required to see benefits of new capabilities

Plenary session questions - 2

- Even if we can provide the capacity that the users desire, should we?
 - A policy question. Technical community can offer analyses to:
 - manage expectations by identifying what is realistic rather than promising the world
 - support cost/benefit assessment
 - Technical community needs to continue to make improvements and use lessons learned to refine expectations

Concluding remarks

- URET model - investment and commitment is needed up front
- Shortage of European participation in some areas
 - lack of publishing culture
 - increasingly commercial/short-term outlook?
 - are the benefits of participation clear?
- Limited levels of Euro/US cooperation were demonstrated
- Lack of airline involvement