

Air Traffic

Flow Management

Presented to: MIT

By: FAA Command Center

Date: October 5, 2006



Federal Aviation
Administration

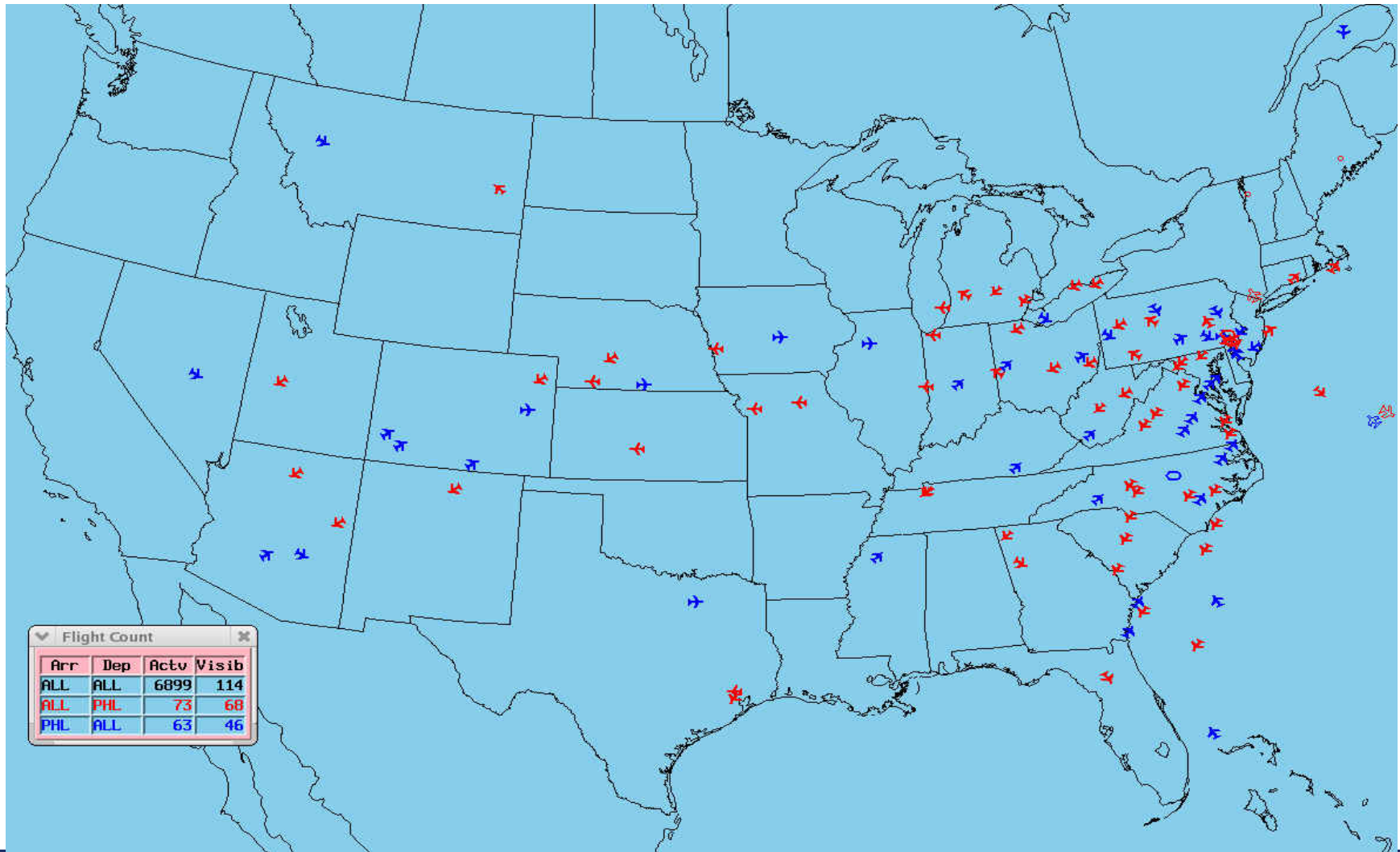


Briefing Overview

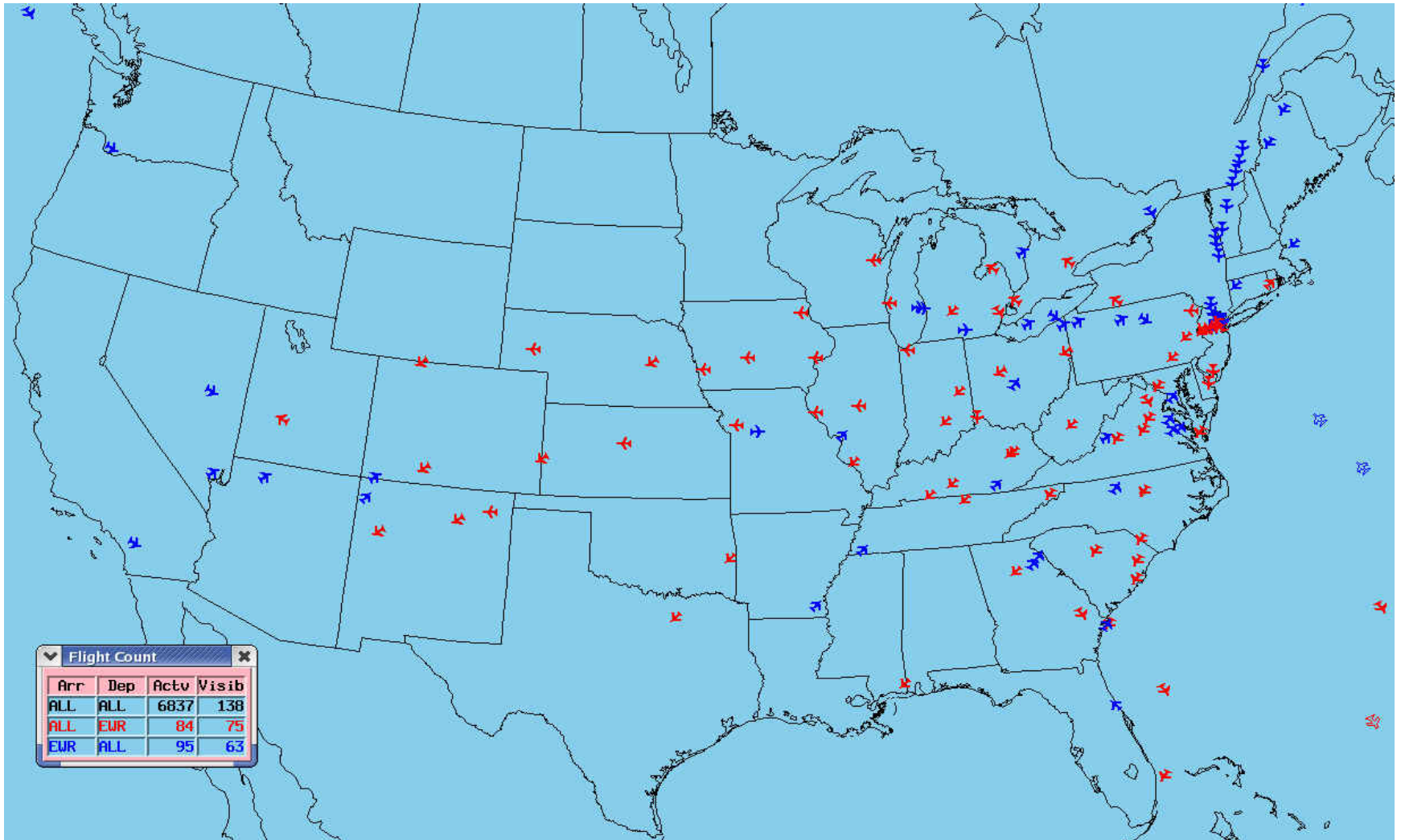
- **Why use ATFM?**
 - Benefits derived from Air Traffic Flow Management (ATFM) and the Collaborative Decision Making (CDM) process.
- **Who is involved?**
 - Air Traffic Organization
 - Customer
 - Civil
 - Military
- **How is ATFM applied?**
 - Planning and coordination
 - Automated tools and procedures



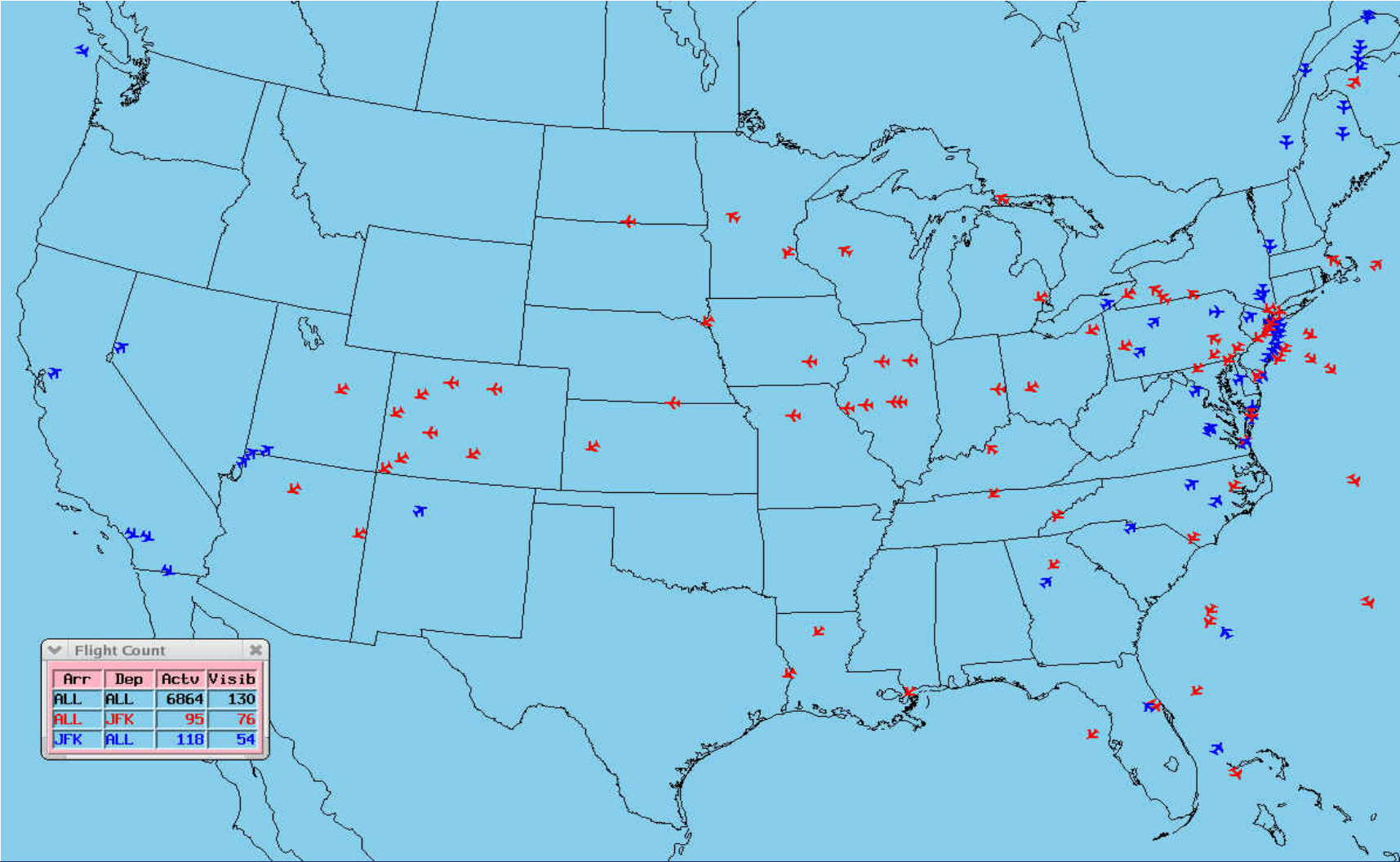
PHL Arrivals and Departures



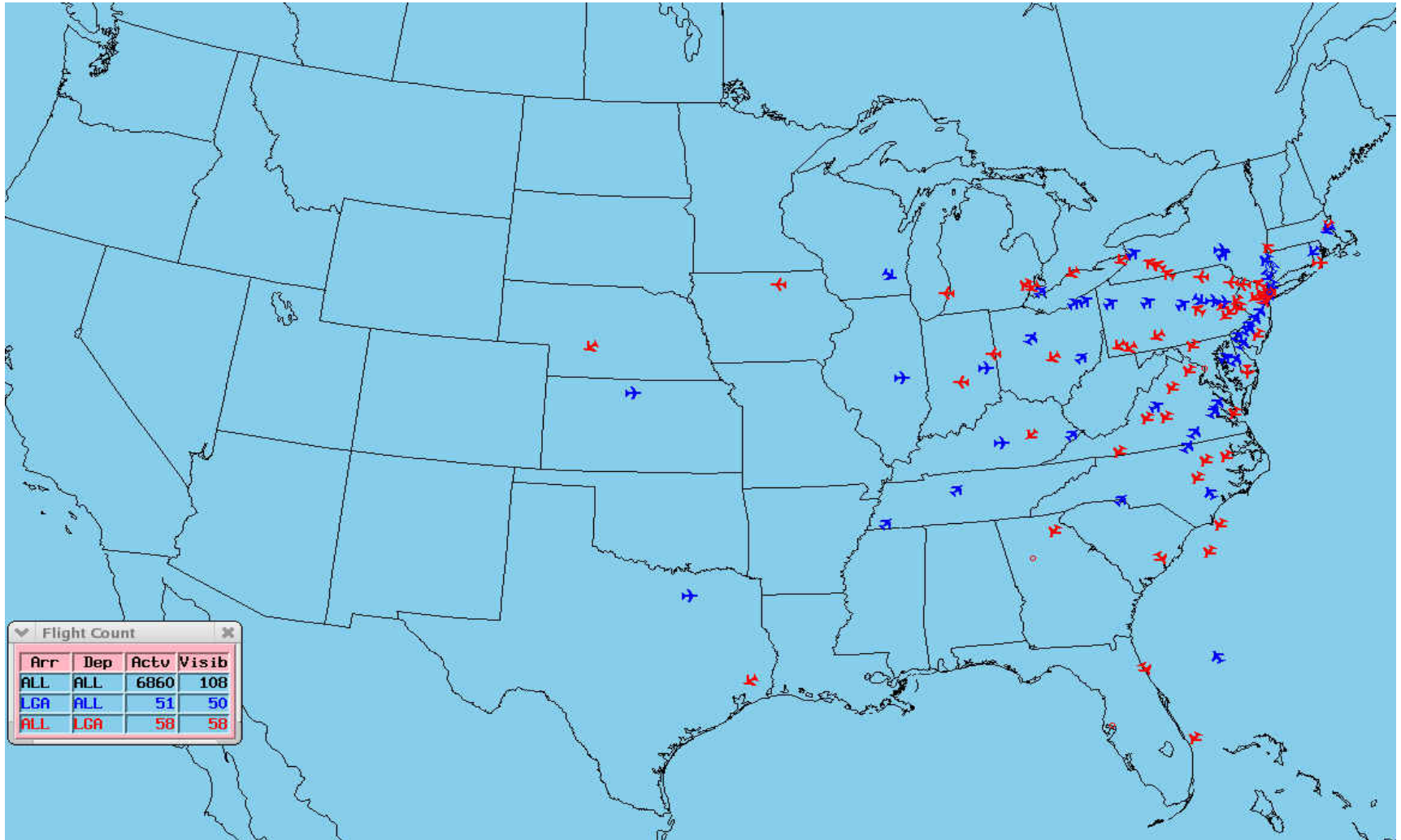
EWR Arrivals and Departures



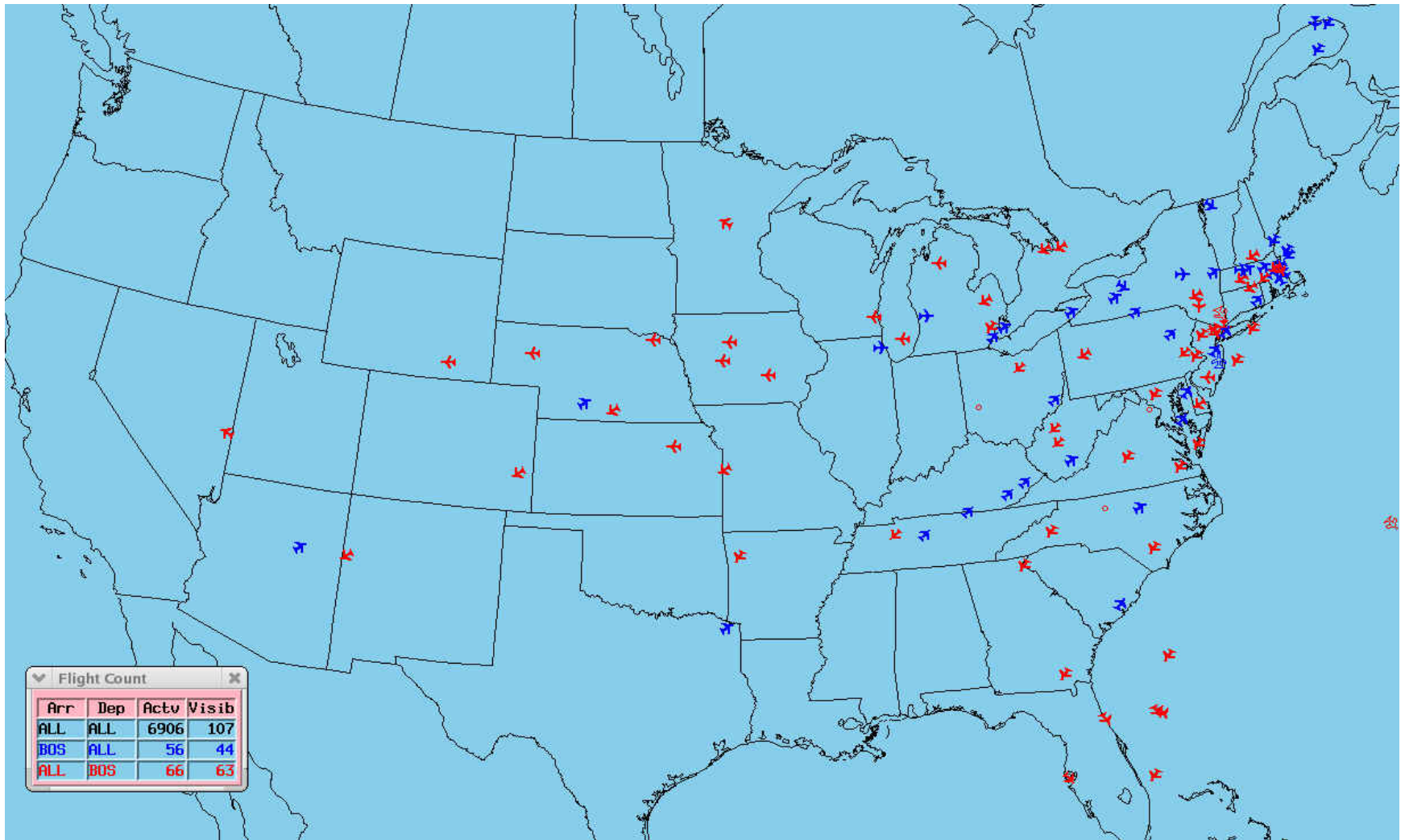
JFK Arrivals and Departures



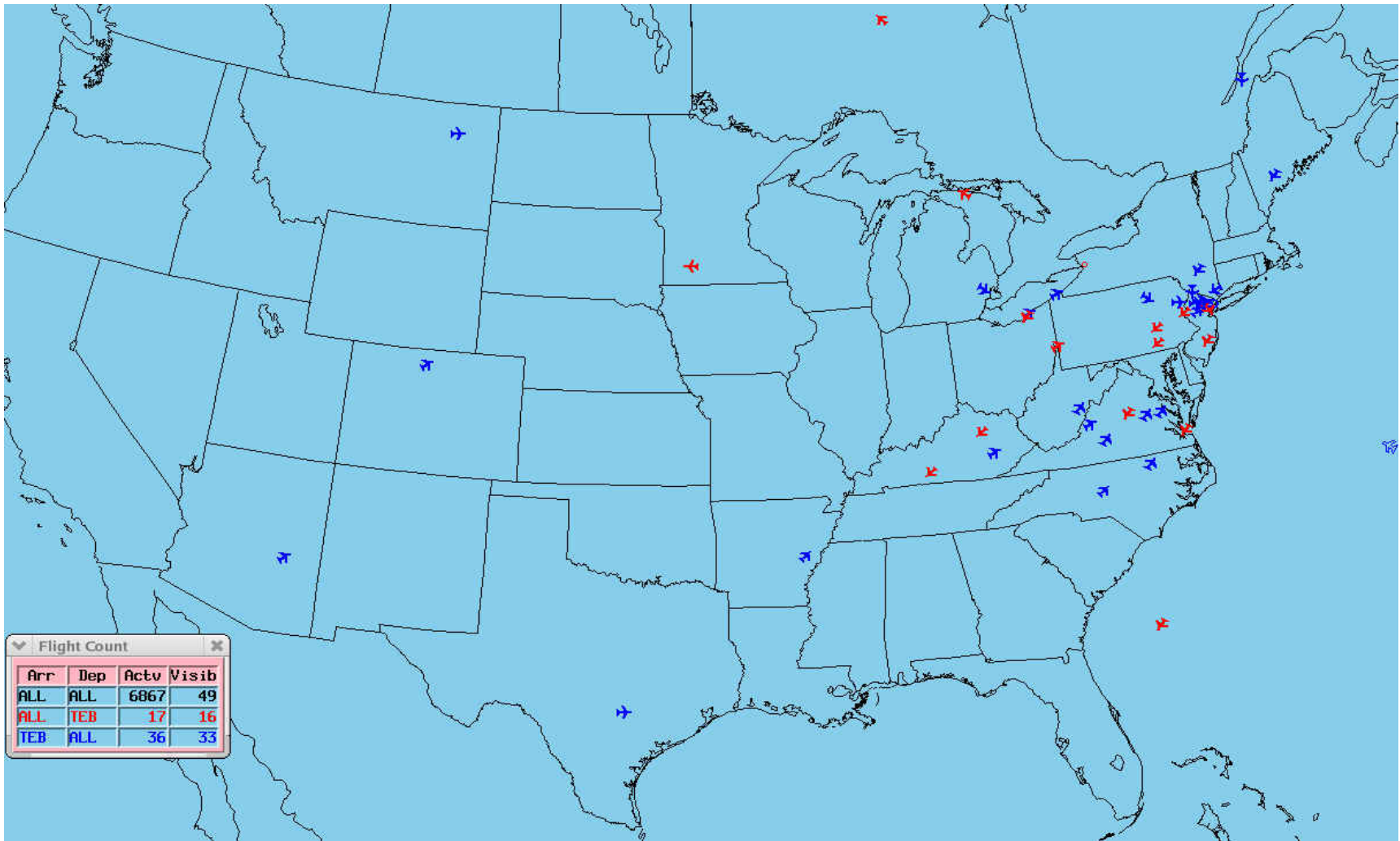
LGA Arrivals and Departures



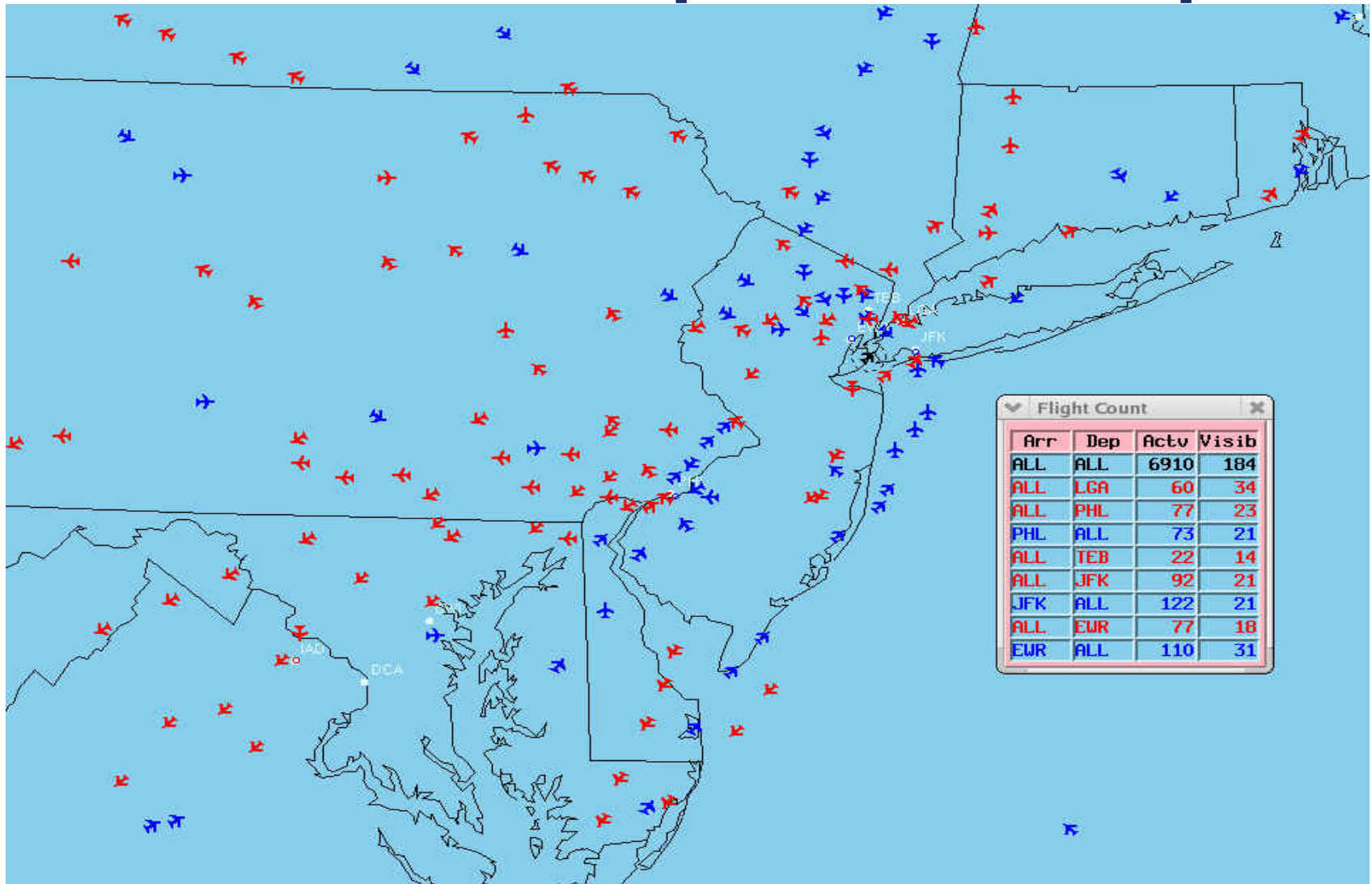
BOS Arrival and Departures



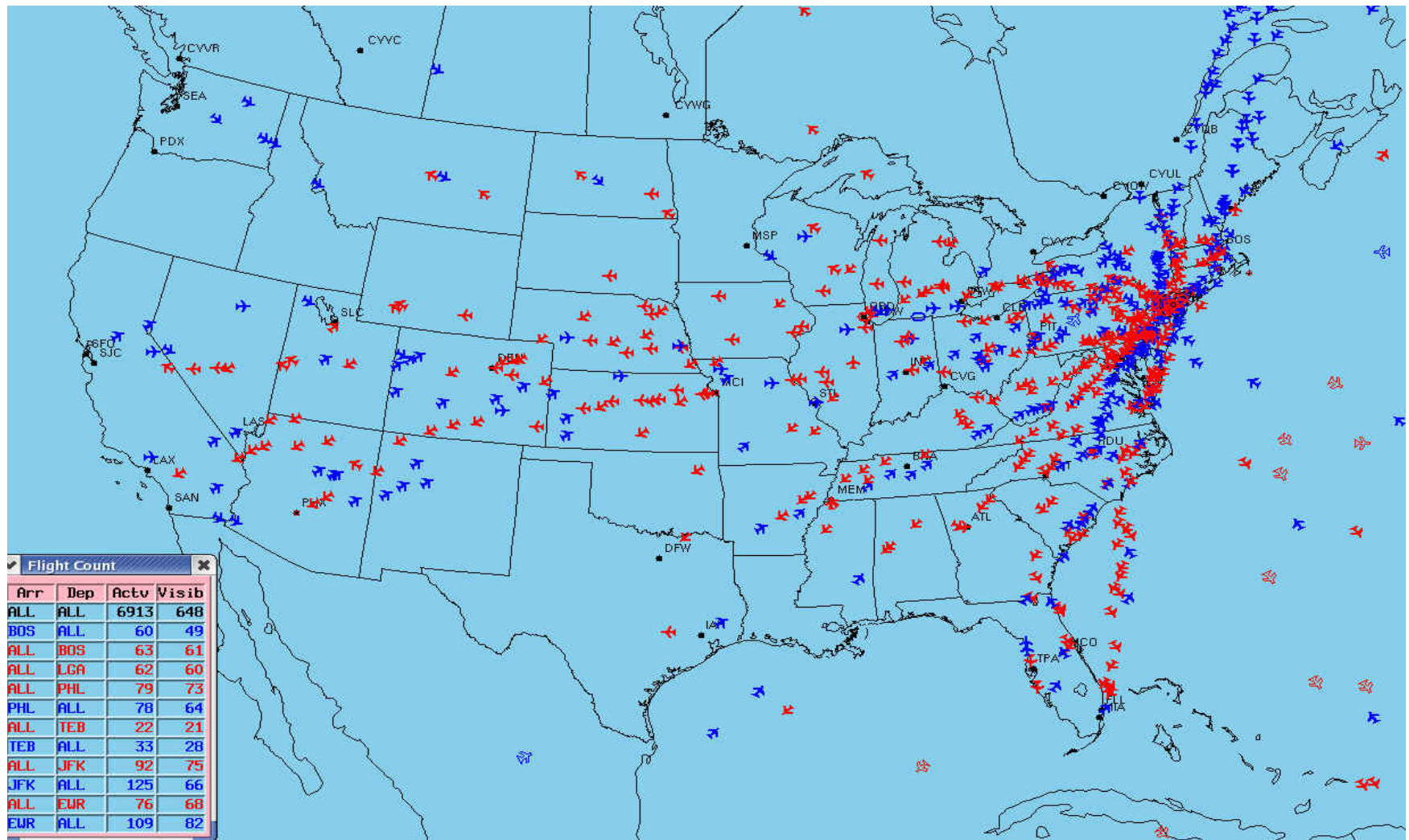
TEB Arrival and Departures



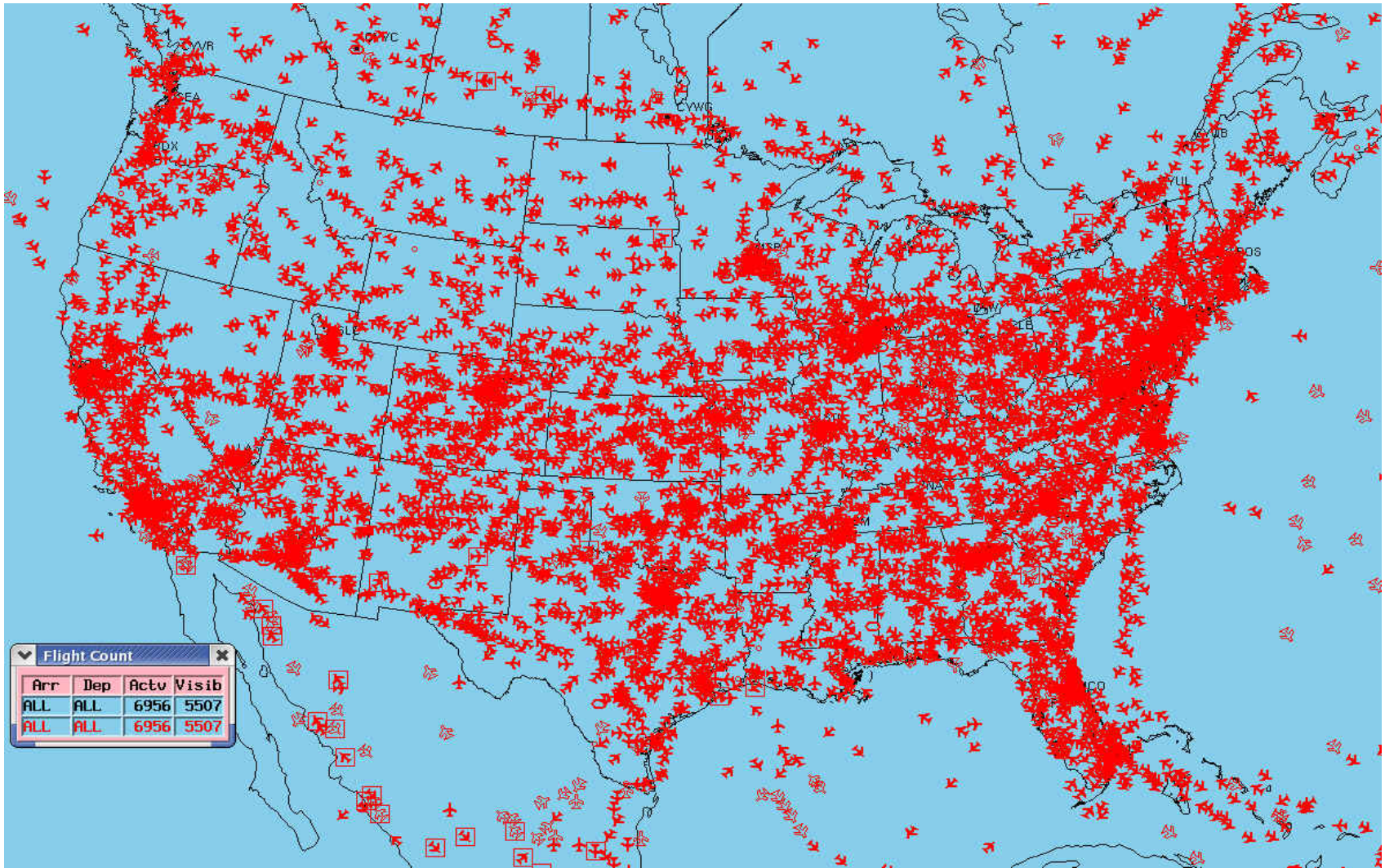
Northeast Airports Close Up



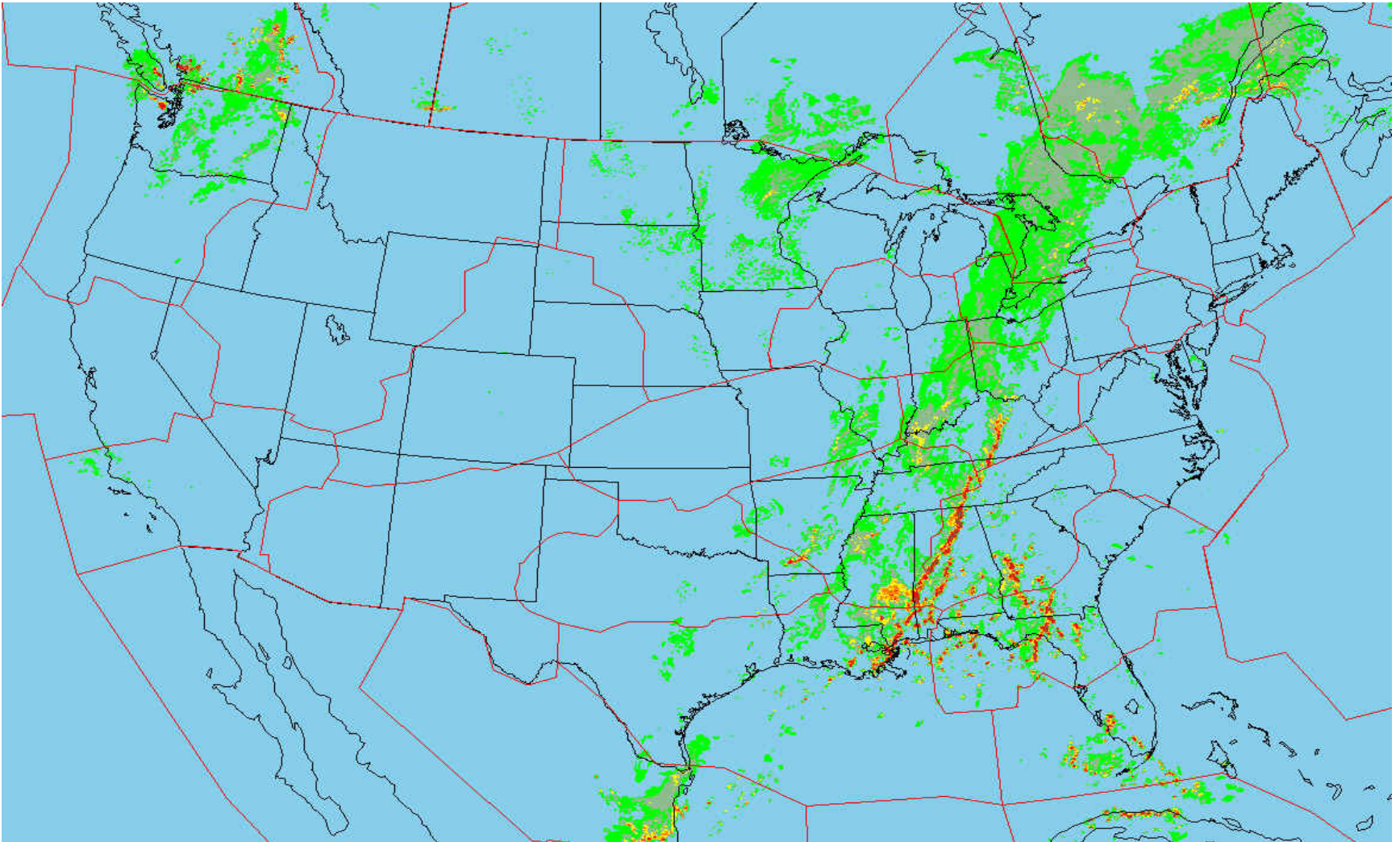
Northeast Airports Arrivals and Departures



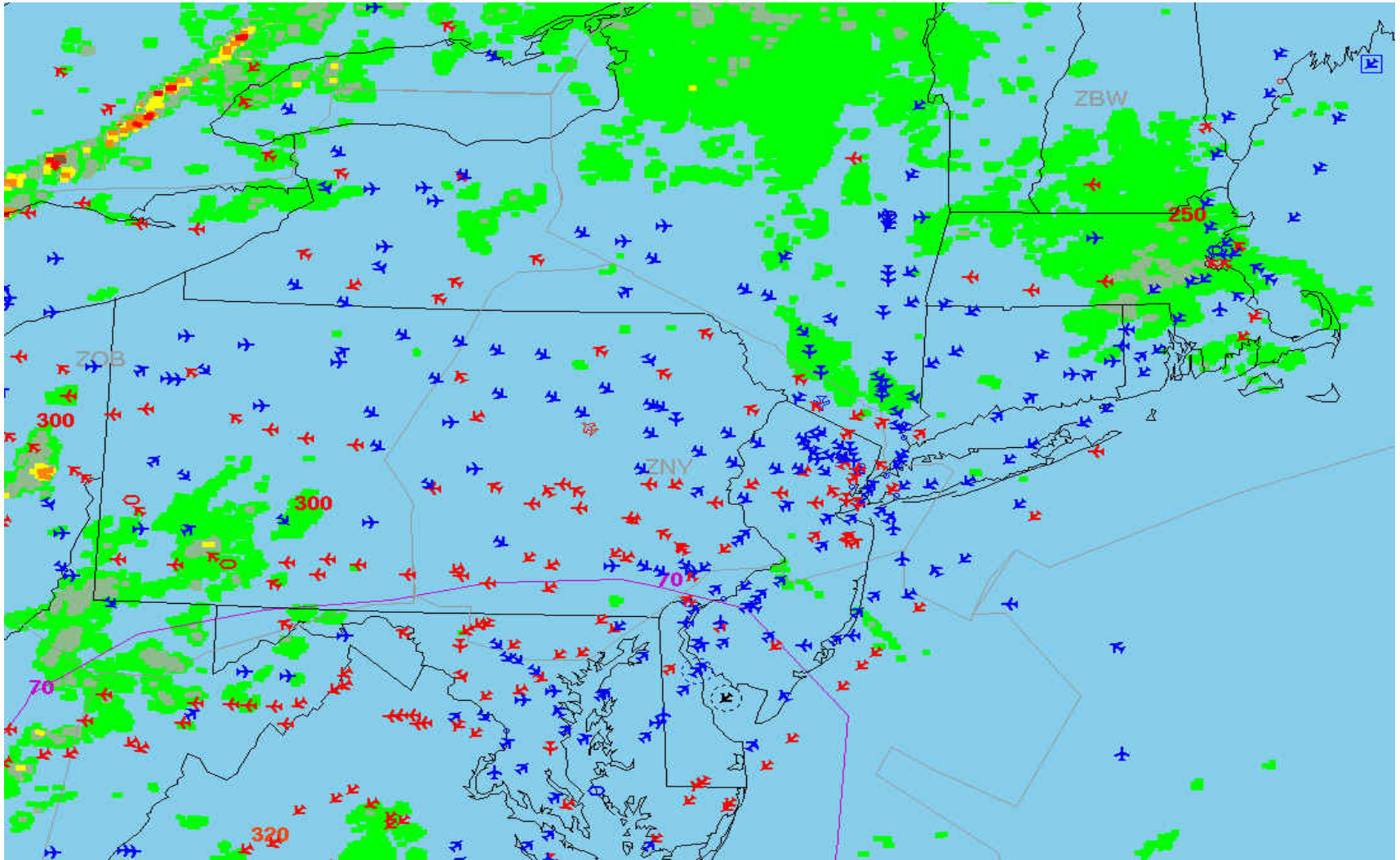
All Traffic



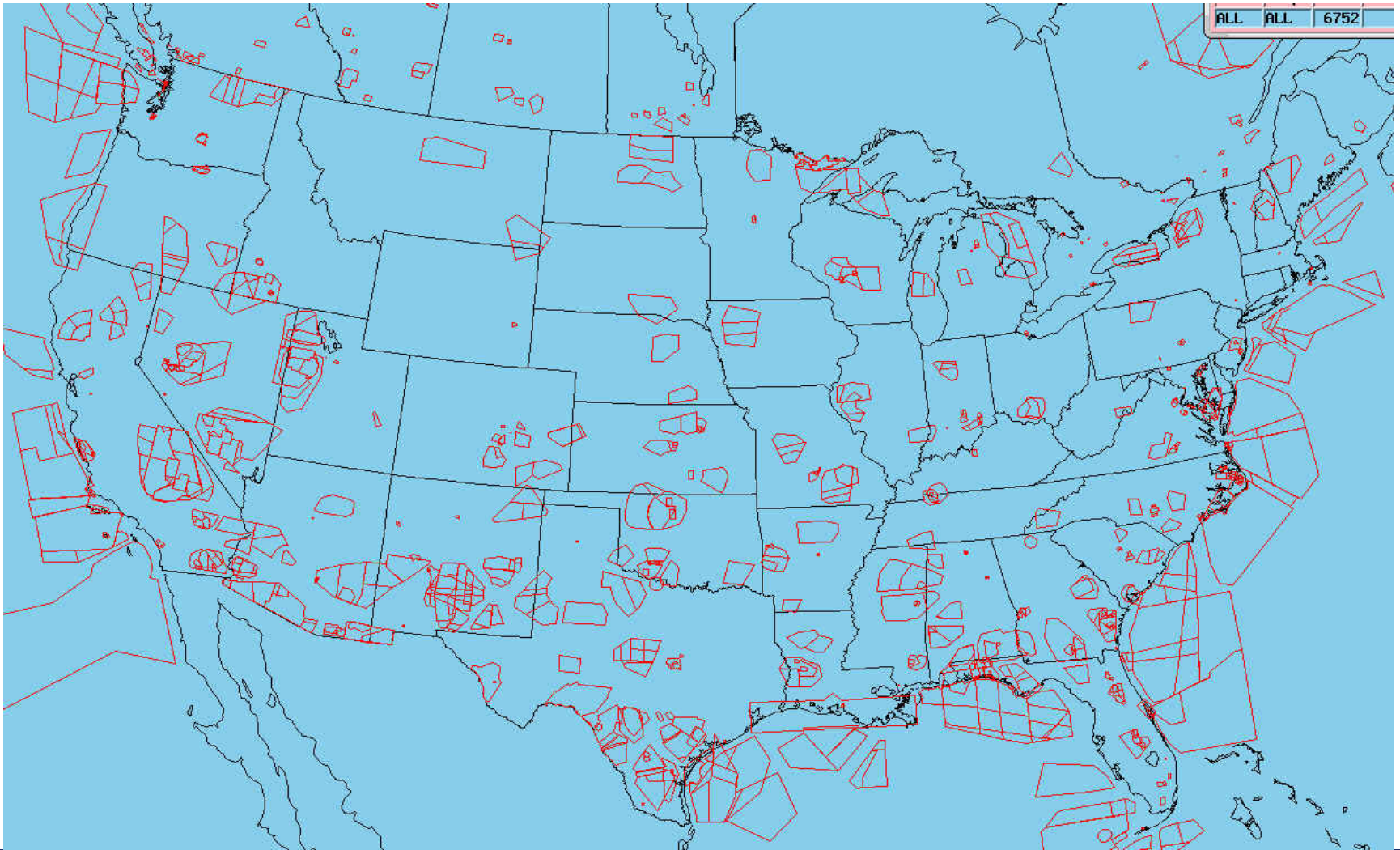
Convective Weather



All Northeast Airports with Weather



Military Airspace



Air Traffic Flow Management

- **Mission** - balance air traffic demand with system capacity to ensure a safe, efficient utilization of the National Airspace System.
- Appropriate application of traffic management initiatives provides operational benefits:
 - Minimizes delay and congestion
 - Increases throughput
 - Increases system safety
 - Lowers cost through fuel savings
 - Provides scheduling predictability



Air Traffic Flow Management

- ATFM supports the implementation of new technology and procedures that enhance airspace capacity such as:
 - RNAV
 - RNP
 - RVSM
 - CAATS
 - Shanwick System
 - A-380 construction
 - ERAM



Collaborative Decision Making

- The Traffic Flow Management operational philosophy, technologies, and procedures that enable the Federal Aviation Administration and the aviation industry to collaboratively manage operational constraints in a manner that balances operational efficiency with aviation safety.
- Collaborative decision making has become an integral part of our ATFM process. The success of our system relies on this collaboration



Benefit to the Customers

- Customers participate in the daily management of the NAS through
 - Daily weather assessment
 - Common situation display
 - Planning Telcons – conducted every two hours
 - Representatives located at the System Command Center [ATA, NBAA, Military Cell]
 - Direct access to the Tactical Customer Advocate
 - Access to FAA management through daily customer telecon
 - Participate in regular system improvement meetings

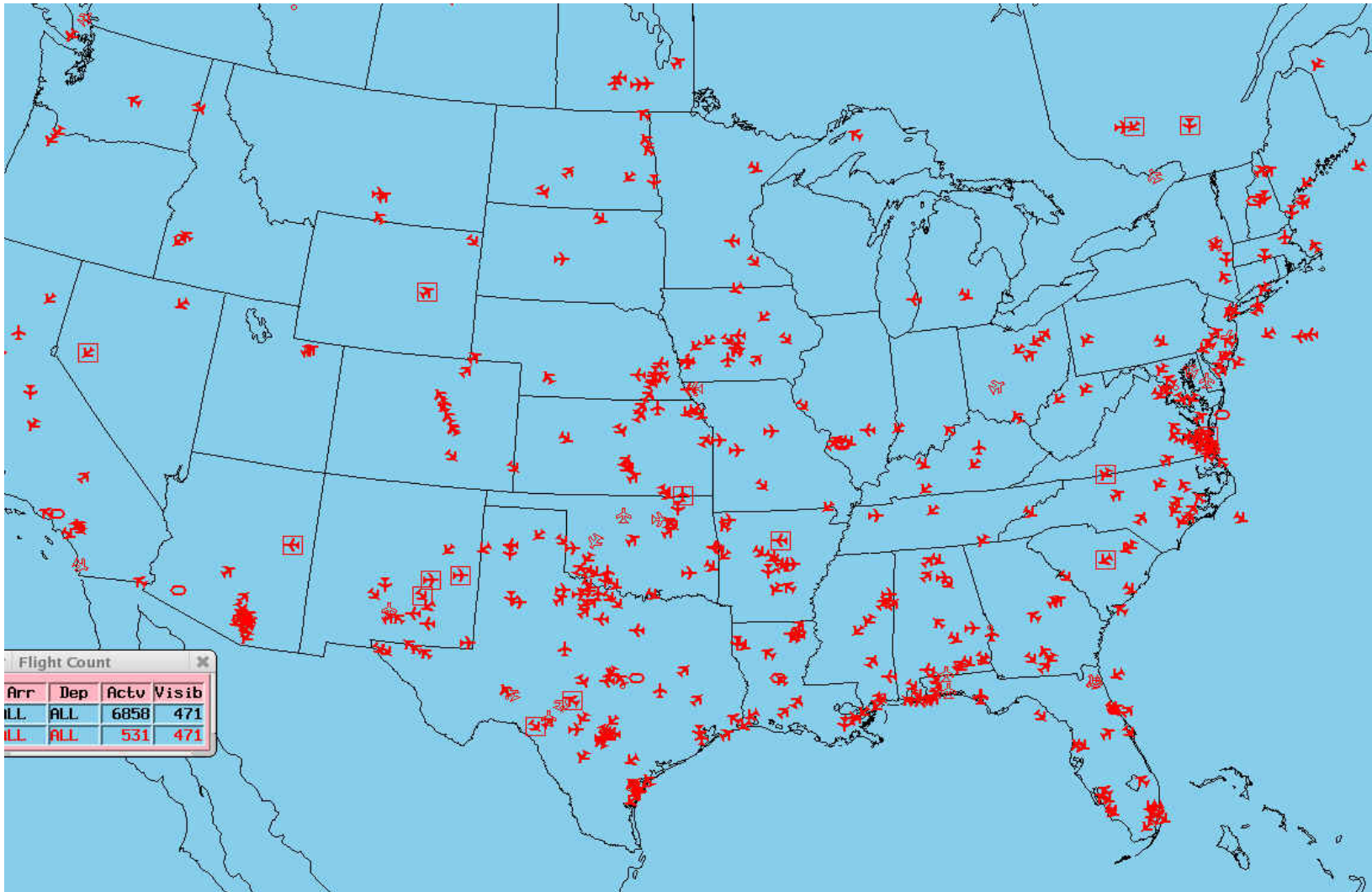


The Military as a Customer

- Military Air Traffic Services Cell
 - Housed within the System Command Center
 - Mission - To coordinate all priority military aircraft movement and airspace issues during times of tension, warfare, natural disasters or civil unrest.
 - Warfare Support
 - Deployment of forces
 - Sensitive, specialized, or classified mission coordination
 - Military training exercise support
 - Natural or environmental disaster assistance
 - Civil exercise collaboration involving military participation



Military Aircraft



The Customer's Role

- Customer participation through direct representation within the System Command Center via
 - National Business Aviation Association
 - Air transport Association
 - Military Cell
- Airline Operations Center participation in Planning Teleconferences conducted every 2 hours
- Participate in localized teleconferences directly with Tower, TRACON, Centers, and Command Center during establishment of traffic management initiatives
- Direct access to Tactical Customer Advocate for extraordinary issues
- Common shared situational data for planning purposes



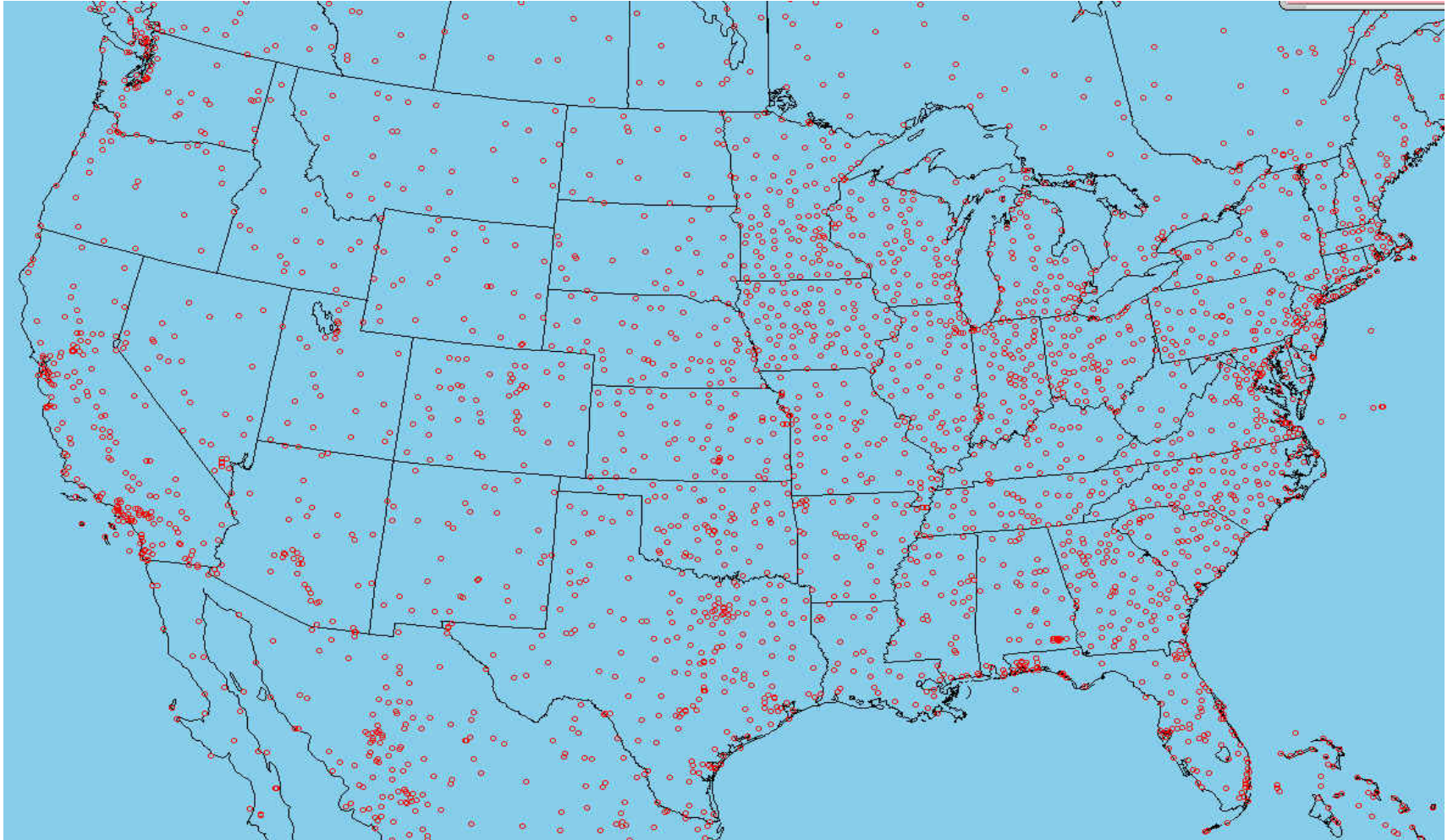
Who's Involved

- **Terminal/TRACON**
- **Enroute**
- **Command Center**
- **Director Tactical Operations**
- **Customers**
 - Civil
 - Military

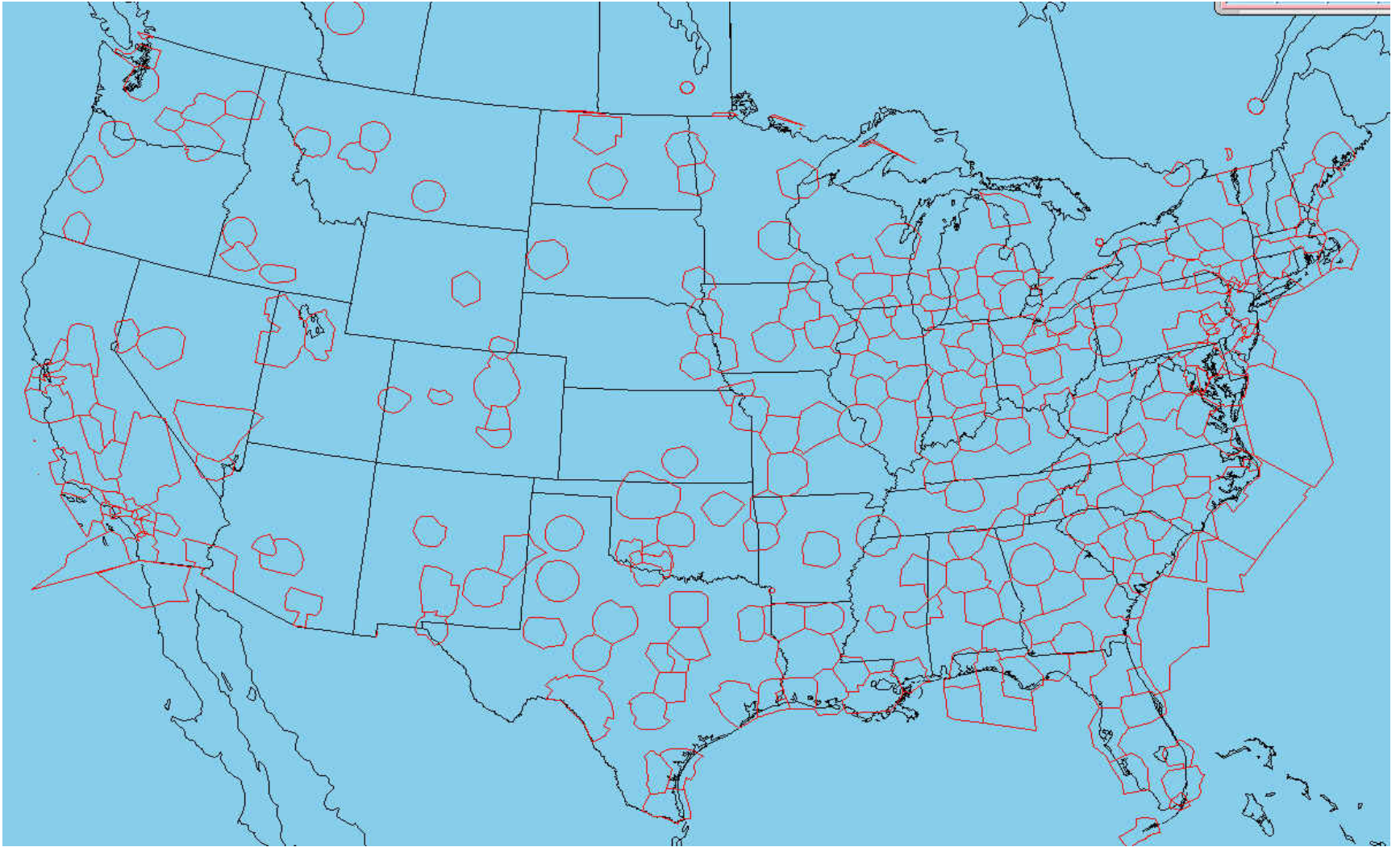


Approx. 5,000 Airports

125 FAA staffed 235 Federal Contract

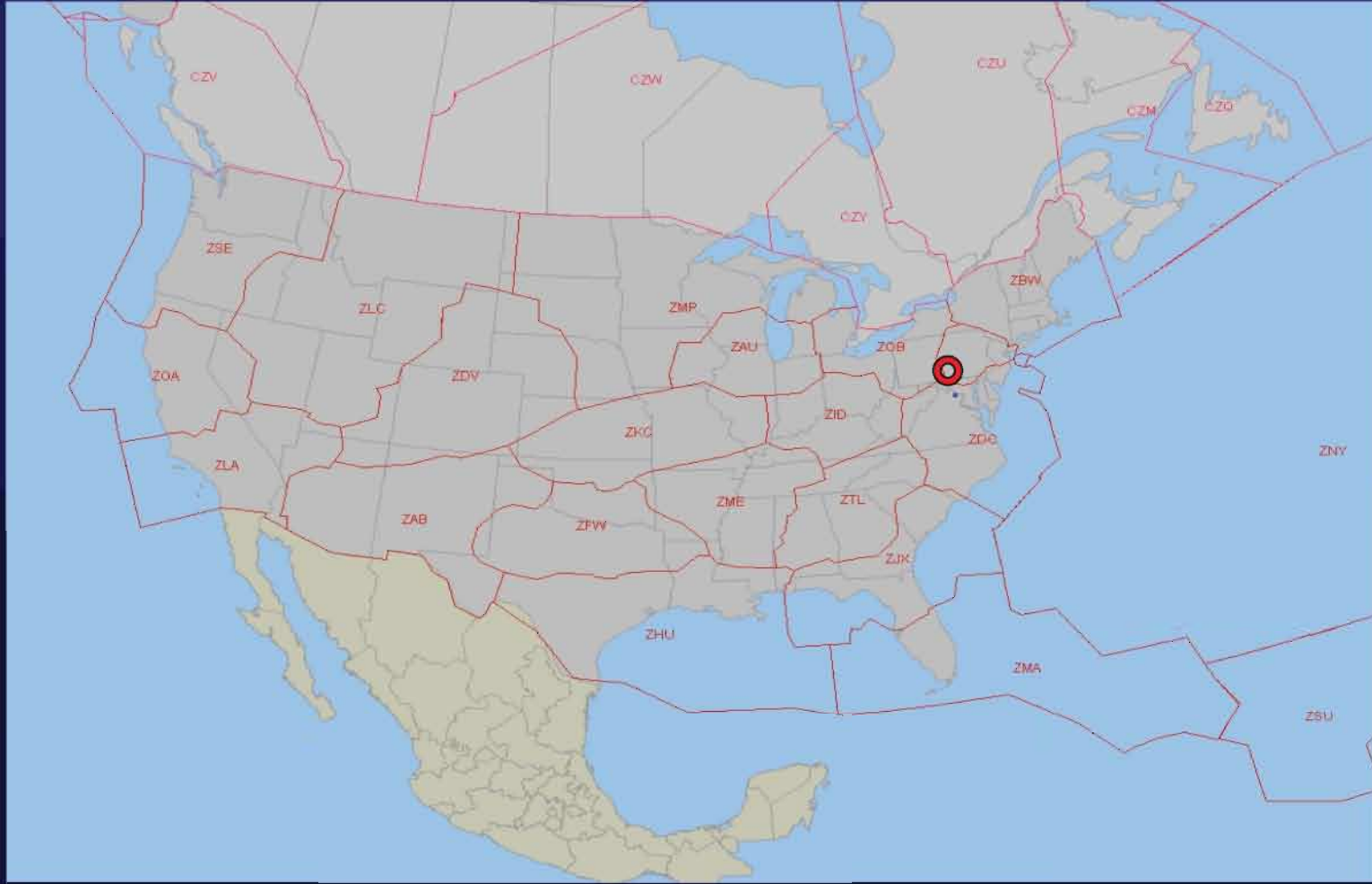


Approx. 170 TRACONs



Air Traffic Hierarchy

Tower – TRACON – Center – ATCSCC - DTO

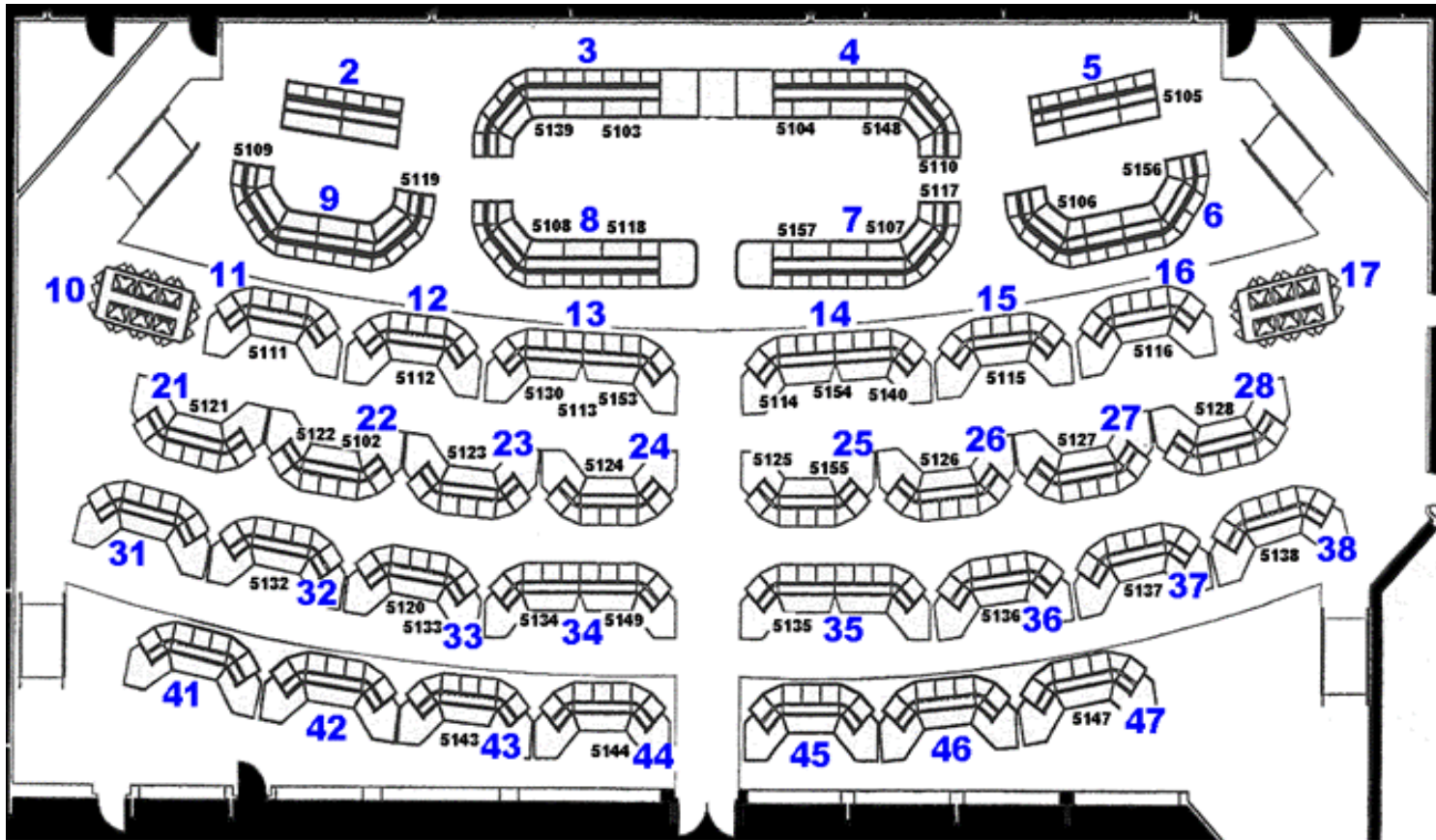


Air Traffic Organizational Structure

- Air Traffic Control System Command Center
 - National Operations Manager
 - Operations Planning Team
 - Traffic Management Coordinators/Severe Weather Specialists
 - Tactical Customer Advocate
 - Central Altitude Reservation Facility
- All 21 Air Route Traffic Control Centers have Traffic Management Units
- All major TRACONs and Towers have Traffic Management Units
- Manager, Tactical Operations – 5 regional representatives.

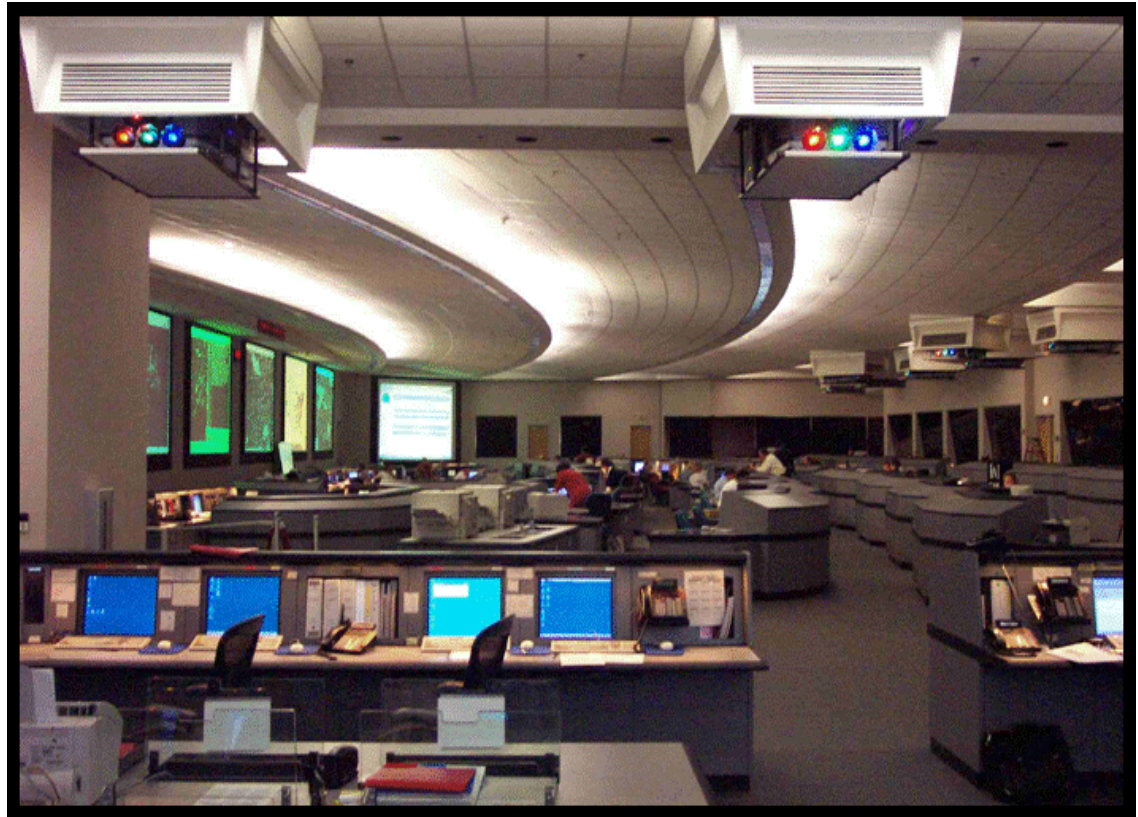


Air Traffic Control System Command Center (ATCSCC)



Applying ATFM

- **Planning**
- **Coordination**
- **Tools**



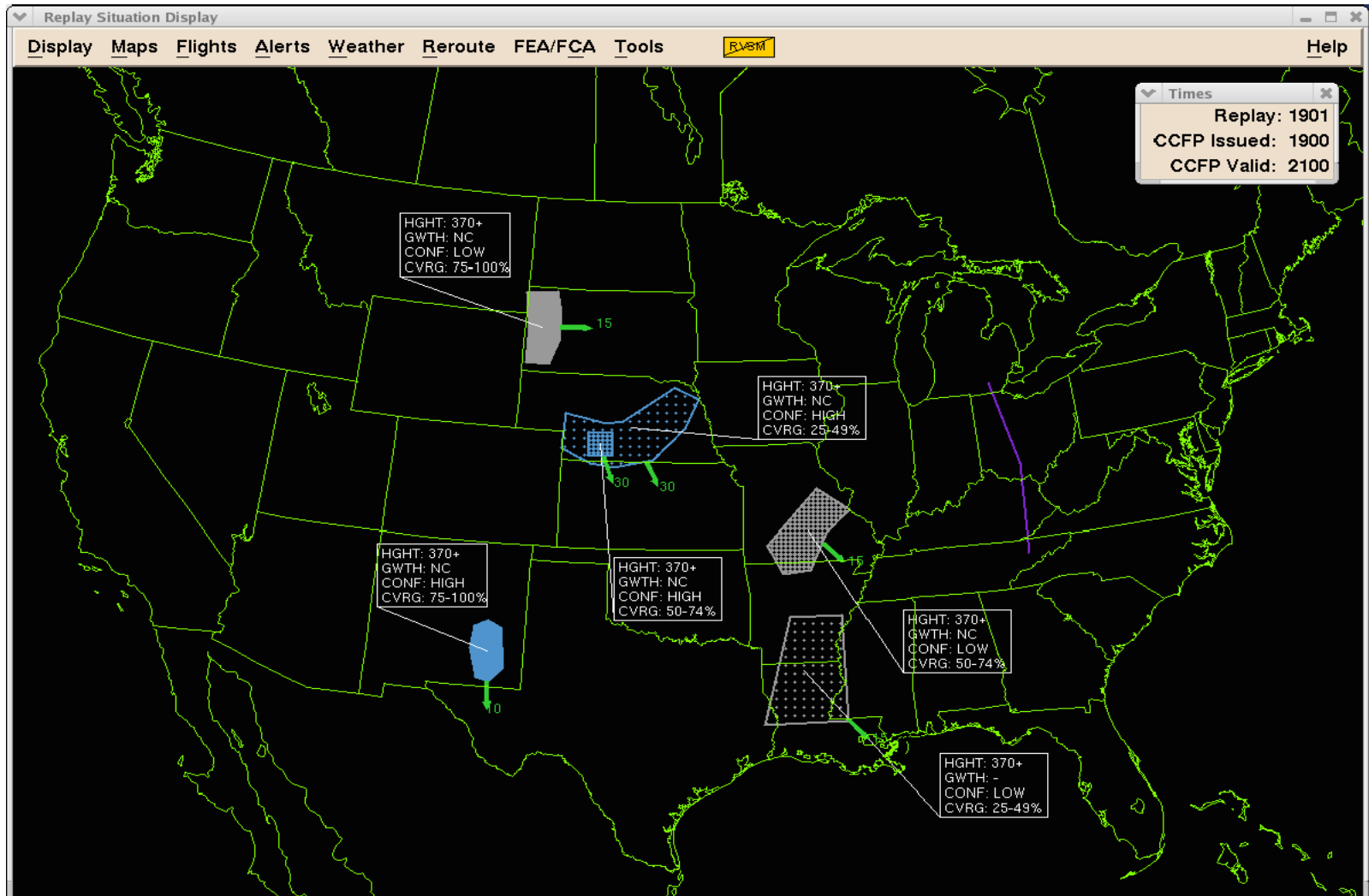
Applying ATFM

Planning and Coordination

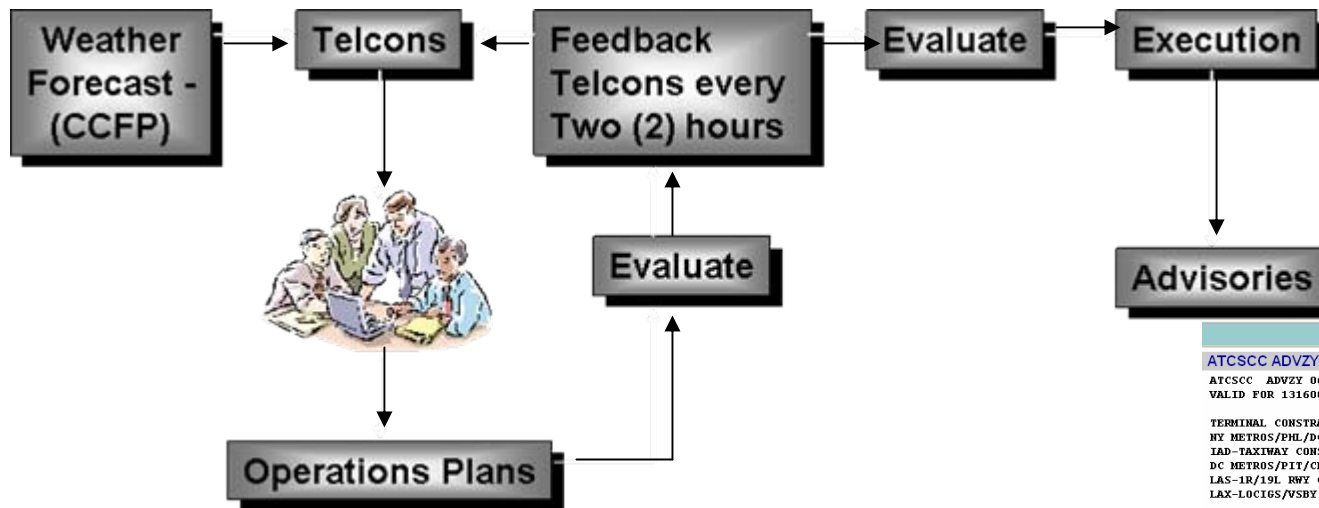
- Day begins with collaborative discussion on forecasted weather impacts to the system, with continuous review throughout the day.
- Operations Plan is developed with customers, field facilities and the System Command Center.
- Plan is revisited and updated every 2 hours throughout the day.
- Specific airport and regional initiatives are managed by Traffic Management Coordinators and field facility experts in collaboration with the customers
- Capacity and constraint data is shared via automated means with all parties



Collaborative Convective Forecast Product



Planning Process



ATCSCC Advisory

ATCSCC ADVZY 068 DCC 07132005 OPERATIONS PLAN

ATCSCC ADVZY 068 DCC 07132005 OPERATIONS PLAN
VALID FOR 131600 THRU 132200

TERMINAL CONSTRAINTS:
 NY METROS/PHL/DC METROS/ATL/PHL/CVG-LOCIGS
 IAD-TAXIWAY CONSTRUCTION
 DC METROS/PIT/CLE/DTW/ATL/MCO/IAH/DFW-TSTMS
 LAS-1R/19L RWY CONSTRUCTION
 LAX-LOCIGS/VSBY

ENROUTE CONSTRAINTS:
 ZBW/ZNY/ZDC/ZJX/ZMA/ZYL/ZME/ZFW/ZHU/ZLC/ZAB-TSTMS
 A761-TSTMS
 R763-CLSD TILL 1900 DUE TO TSTMS
 ZJX/ZMA-SPACE SHUTTLE LAUNCH

1. ROUTES
 1800-0000 -CHOKEPOINT ROUTES TO EWR/JFK (FCA)
 AFTER 1800 -SHOWBIRD 6 PLAYBOOK ROUTES PSBL
 AFTER 1600 -HRP SUSPENDED VIA J79 ZFW/ZHU/ZME TO NORTHEAST
 AFTER 1700 -POSSIBLE PLAYBOOK ROUTES, INCLUDING MGM AMD/OR
 CANADIAN ROUTES TO THE NORTHEAST POSSIBLE

2. ZNY
 UNTIL 0300 -LGA/EWR/PHL GROUND DELAY PROGRAMS
 UNTIL 0200 -NY METROS/PHL CDRS/SWAP, GROUND STOPS PSBL
 AFTER 1700 -JFK GROUND DELAY PROGRAM PSBL
 UNTIL 0000 -TEB GAAP GROUND DELAY PROGRAM EXPECTED

3. ZOB
 AFTER 1900 -DTW/CLE/PIT CDRS/SWAP, TACTICAL REROUTES, CAPPING/
 TUNNELING, GROUND STOPS PSBL

4. ZTL
 UNTIL 0400 -ATL GROUND DELAY PROGRAM
 UNTIL 0000 -ATL CDRS/SWAP, GROUND STOPS PROBABLE
 AFTER 1800 -CLT CDRS/SWAP, TACTICAL REROUTES

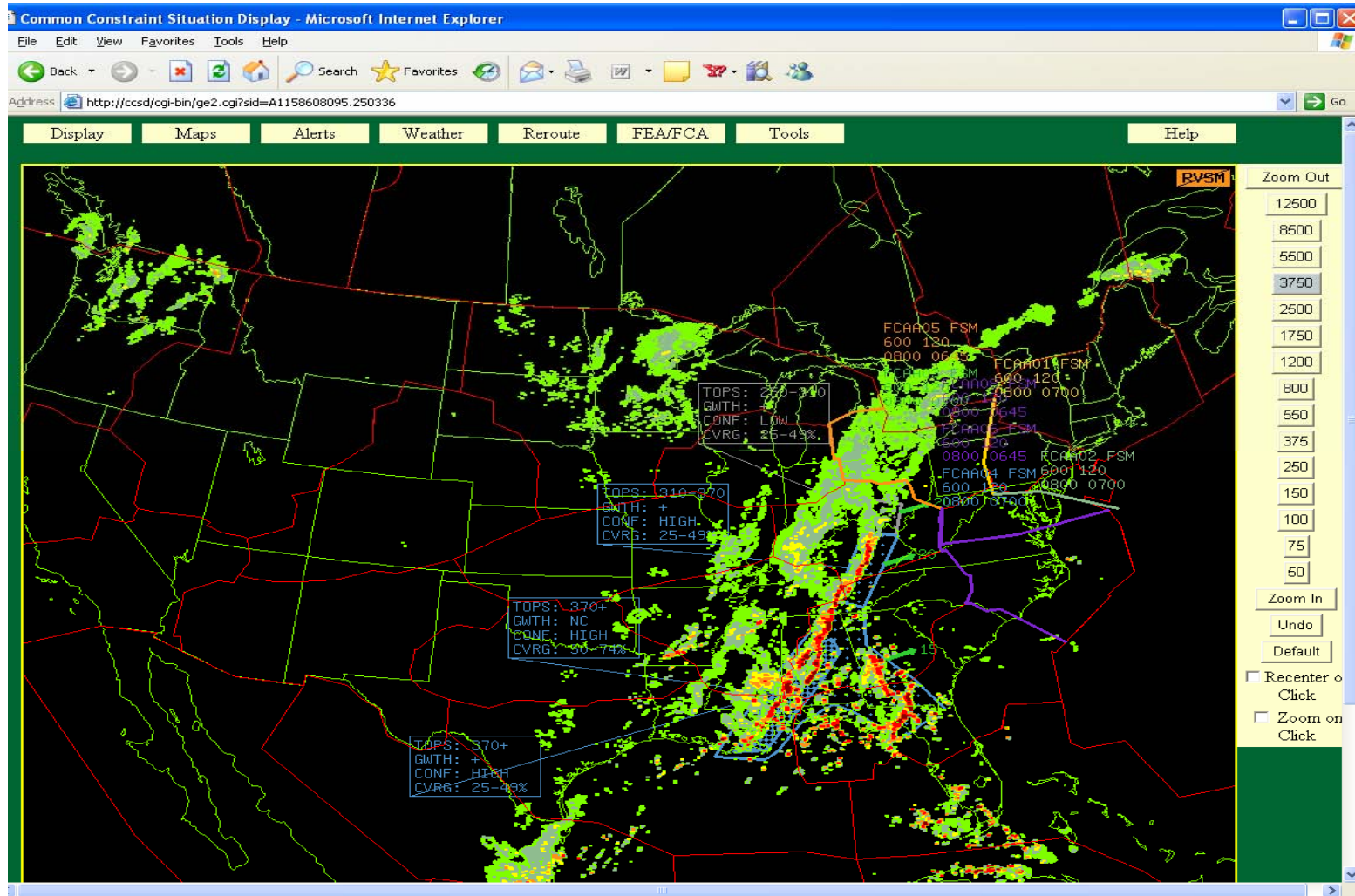
5. ZJX/ZMA
 UNTIL 2300 -TACTICAL REROUTES, CAPPING/TUNNELING

*** SUBMIT NEW OPERATIONS PLAN AGENDA ITEMS VIA OIS PAGE ***

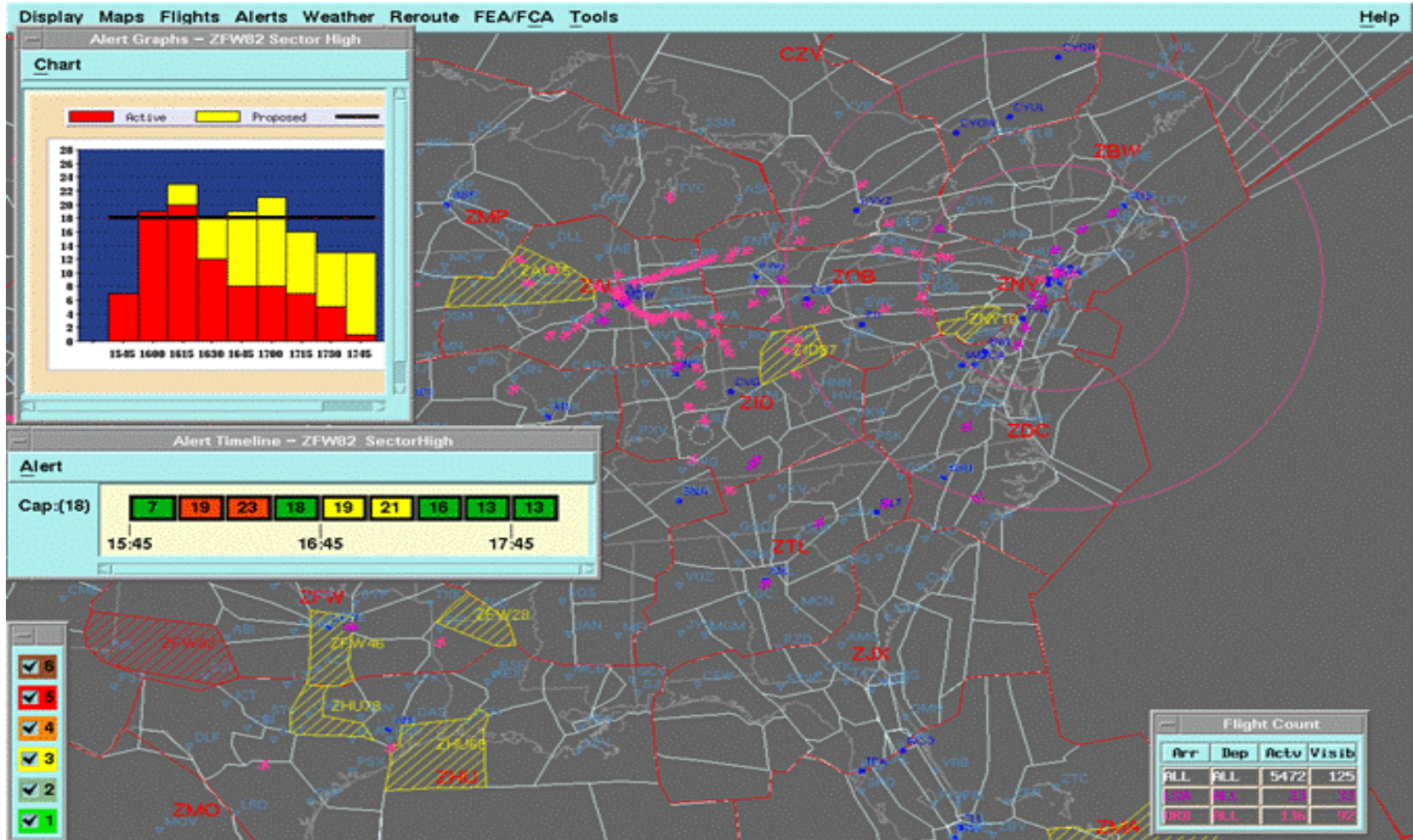
NEXT PLANNING TELCON: 131715Z
 PARTICIPATION REQUIRED BY: ALL CENTERS/H90
 131545-131759
 05/07/13 15:45 FSA.//1xstn08a



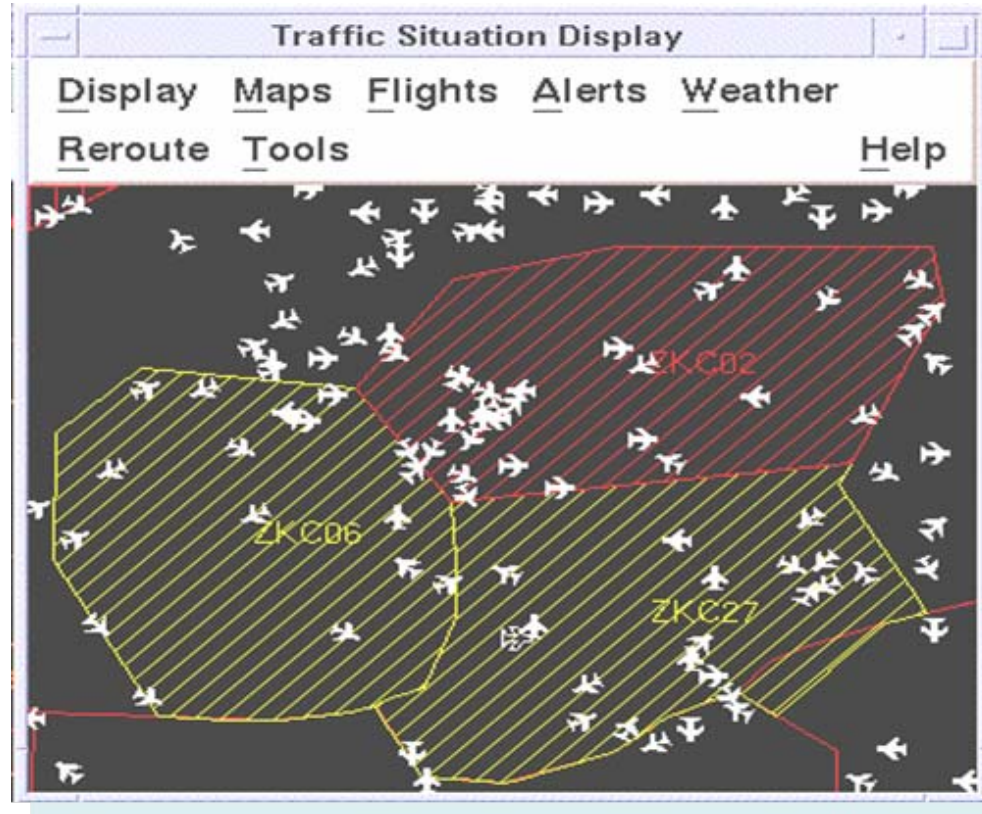
Common Situation Display



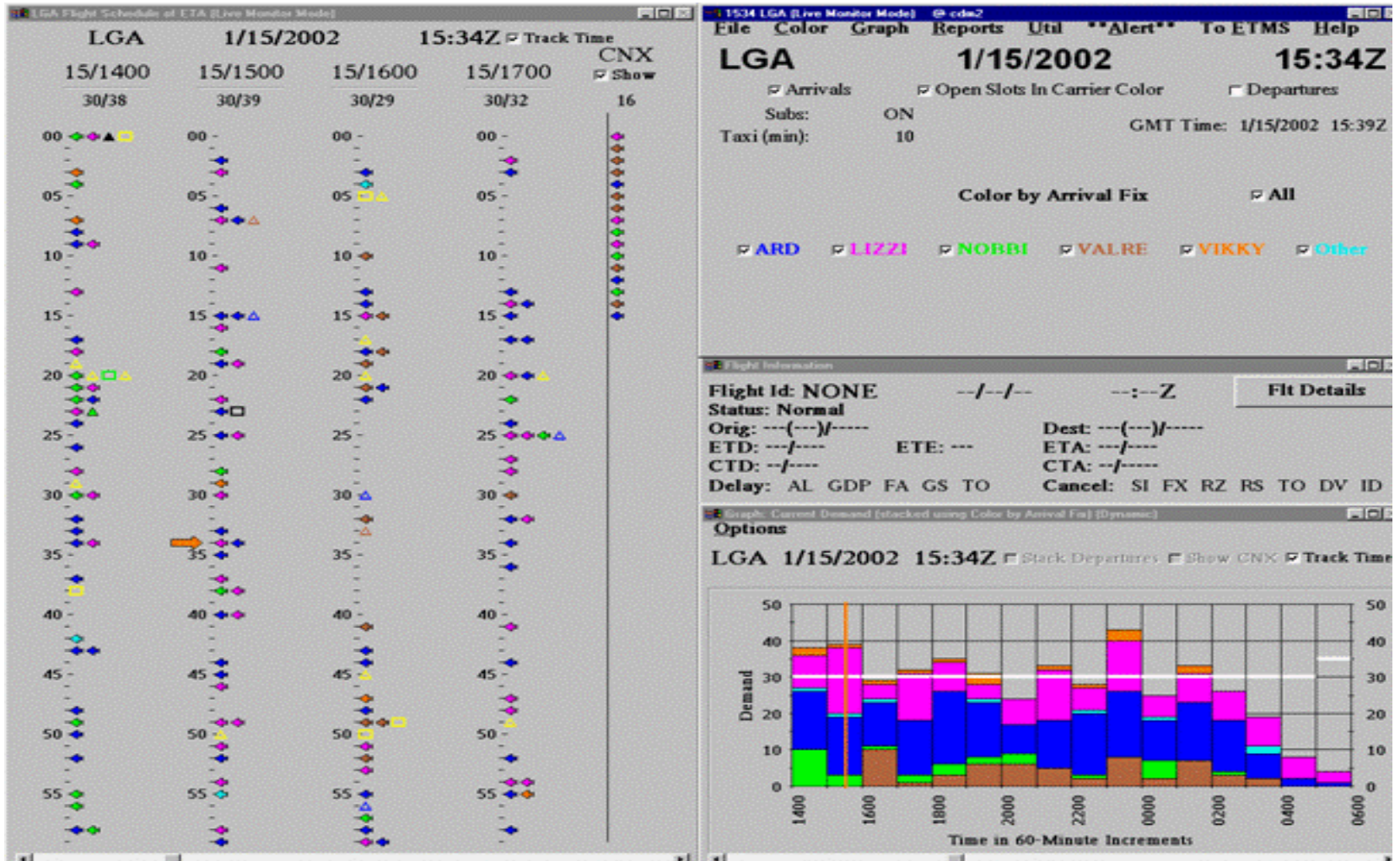
Enhanced Traffic Management System (ETMS)



Enhanced Traffic Management System (ETMS)



Flight Schedule Monitor

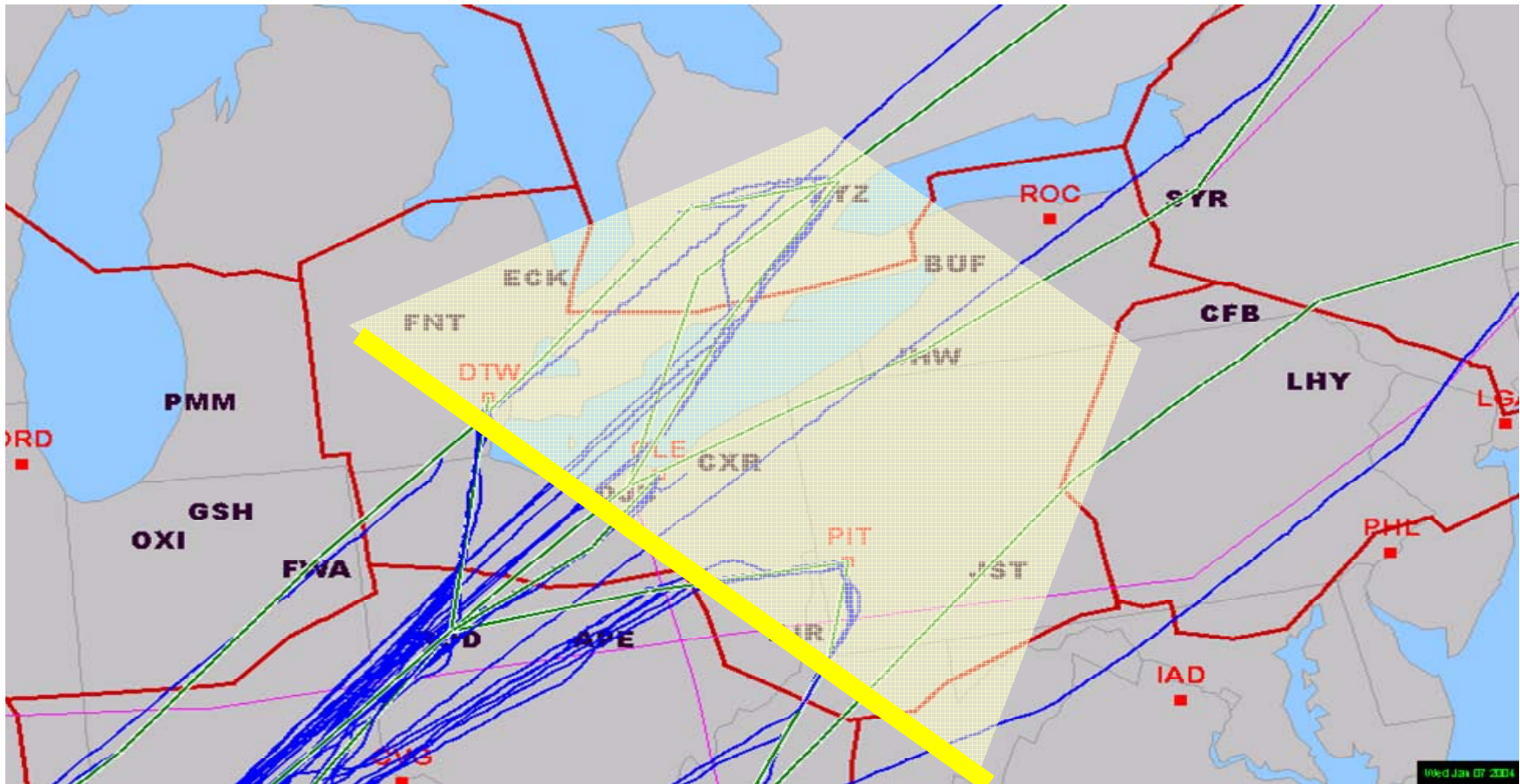


Flow Evaluation Area/Flow Constrained Area

- FEA – Geographic area identified as being impacted by weather or other constraint, is shared with customers and FAA facilities to allow voluntary rerouting away from impacted area.
- FCA – A formalized FEA which requires positive traffic management initiatives to meter traffic through constrained area
- Initiatives applied may be
 - **Miles-in-trail or minutes-in-trail.**
 - **Capping altitude below impacted area**
 - **Tunneling through designated corridors**
 - **Ground delay programs and/or ground stops**



Flow Evaluation Area



National Playbook

Playbook Table Of Contents

National PlayBook Menu

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 - [BOS ORW-SCUPP](#)
 - [CVG CINCE 1](#)
 - [CVG CINCE 2](#)
 - [CVG EAST](#)
 - [CVG MOSEY](#)
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 - [CVG SWEED 2](#)
 - [CVG TARNE](#)
 - [DEN OBH](#)
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 - [DFW BYP 1](#)
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 - [DFW COY](#)
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 - [DTW CETUS](#)
 - [DTW EAST](#)
 - [DTW MIZAR](#)
 - [DTW SPICA](#)
 - [IAD MULRR 1](#)
 - [IAD MULRR 2](#)
 - [IAD MULRR 3](#)

Air Traffic Control System Command Center



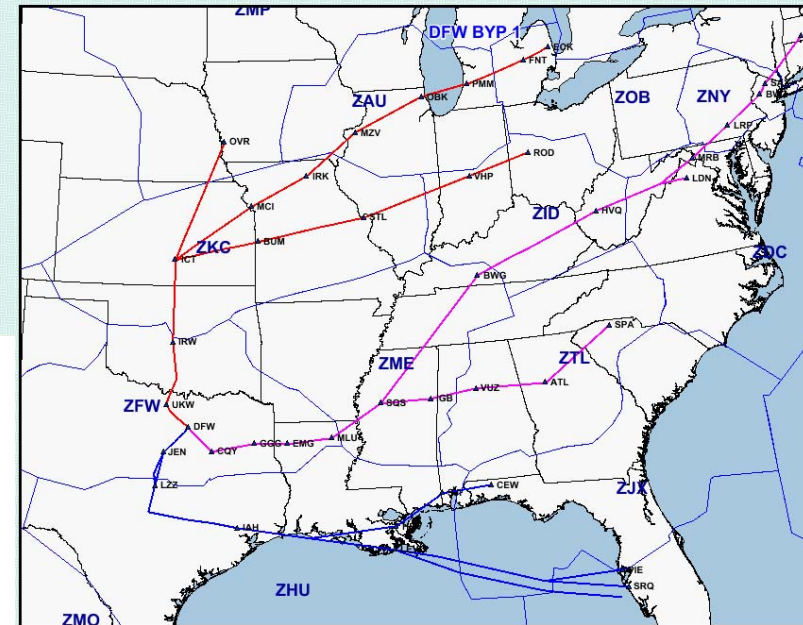
National Severe Weather Playbook

DFW BYP 1

Impacted Area or Flow: DFW BYP STAR

Facilities Included: ZFW/ZME/ZID/ZDC/ZNY/ZB/W/CZY/ZTL/ZHU/ZJK/ZMA/ZKC/ZAU/ZOB/ZMP

Instructions: REROUTE ANY AIRBORNE TRAFFIC AND INTERNAL DEPARTURES DESTINED THE DFW TERMINAL AREA VIA THE FOLLOWING ROUTES. SUBSTITUTE OTHER DESTINATION IN PLACE OF DFW IF APPLICABLE



Coded Departure Routes (CDRs)

RMT 1.1
 Program Settings Modifications Reports Window Help

CDR Tool

EFFECTIVE 0901Z 27 Dec 2001
 TO 0901Z 21 Feb 2002

Query Fields: Operational

Route Code: ZNY Origin/Dep Center: ZNY Destination/Arr Center: ZNY Departure Fix: Date/Time: Modflag: Remarks: Modflag: Database: Operational: Staging: Send To Map


Query Results: Operational

Time	RCODE	Orig	Dest	Route String	DepFix	DCNTR	ACNTR	ModFlag	Remarks
2001-12-27 11:50:23	EWRDFW36	KEWR	KDFW	KEWR COATE J36 WAAKE J29 PWV J131 LIT BYP4 KDFW	COATE	ZNY	ZFW	-	
2001-12-27 11:50:28	EWRDFW48	KEWR	KDFW	KEWR LANNA J48 MOL J22 VWV J46 BNA J46 J6 LIT BYP4 KDFW	LANNA	ZNY	ZFW	-	
2001-12-27 11:50:28	EWRDFW60	KEWR	KDFW	KEWR ELIOT J60 DJB J29 PWV J131 LIT BYP4 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:50:28	EWRDFW64	KEWR	KDFW	KEWR ELIOT ETX RAW J84 J29 PWV J131 LIT BYP4 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:50:28	EWRDFW70	KEWR	KDFW	KEWR D00E V276 PREPI OWENZ LINND BETNY KATHY A700 CARPS AR5 J	D00E	ZNY	ZFW	-	
2001-12-27 11:50:28	EWRDFW75	KEWR	KDFW	KEWR BIOGY J75 OSO J14 VUZ J52 SQS COY5 KDFW	BIOGY	ZNY	ZFW	-	
2001-12-27 11:50:28	EWRDFW80	KEWR	KDFW	KEWR ELIOT J80 FYLLS J29 PWV J131 LIT BYP4 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:50:28	EWRDFW86	KEWR	KDFW	KEWR BIOGY J75 OVE J37 SPA J14 VUZ J14 LIT BYP4 KDFW	BIOGY	ZNY	ZFW	-	
2001-12-27 11:50:25	EWRDFW87	KEWR	KDFW	KEWR PARKE J6 COLNS J134 STL RZC FSM BYP4 KDFW	PARKE	ZNY	ZFW	-	
2001-12-27 11:50:25	EWRDFW89	KEWR	KDFW	KEWR WHITE J209 ORF J174 ILM J4 CAE J52 ATL J14 LIT BYP4 KDFW	WHITE	ZNY	ZFW	-	
2001-12-27 11:50:25	EWRDFWCA	KEWR	KDFW	KEWR GREK V419 JUDDS CAM J547 SYR J29 PWV J131 LIT BYP4 KDFW	GREK	ZNY	ZFW	-	
2001-12-27 11:50:24	EWRDFWCH	KEWR	KDFW	KEWR WHITE J209 ORF J174 CHS J40 M0M J4 JAN ELD TXK BYP4 KDFW	WHITE	ZNY	ZFW	-	
2001-12-27 11:50:24	EWRDFWJ5	KEWR	KDFW	KEWR PARKE J6 BWO SQS AEX LFK CWK LZZ JEN JEN6 KDFW	PARKE	ZNY	ZFW	-	
2001-12-27 11:50:23	EWRDFWJ6	KEWR	KDFW	KEWR PARKE J6 BWO AR0 FSM BYP4 KDFW	PARKE	ZNY	ZFW	-	
2001-12-27 11:50:23	EWRDFWJ8	KEWR	KDFW	KEWR WHITE J209 ORF J174 ILM J4 CAE J52 SQS AEX LFK CWK LZZ JEN J	WHITE	ZNY	ZFW	-	
2001-12-27 11:50:23	EWRDFWJ9	KEWR	KDFW	KEWR WHITE J209 ORF J174 CHS J40 M0M J590 LCH J2 IAH CWK LZZ JE	WHITE	ZNY	ZFW	-	
2001-12-27 11:50:22	EWRDFWKA	KEWR	KDFW	KEWR WHITE J209 SBY J79 KATZN J193 WEAVER J121 ISO FLO CAE J52 TX	WHITE	ZNY	ZFW	-	
2001-12-27 11:50:22	EWRDFWLM	KEWR	KDFW	KEWR WHITE J209 ORF J174 ILM J4 CAE J52 TXK BYP4 KDFW	WHITE	ZNY	ZFW	-	
2001-12-27 11:50:22	EWRDFWPH	KEWR	KDFW	KEWR PARKE J6 LIT BYP4 KDFW	PARKE	ZNY	ZFW	-	
2001-12-27 11:50:21	EWRDFWQ5	KEWR	KDFW	KEWR LANNA J48 MOL J22 VUZ J52 SQS COY5 KDFW	LANNA	ZNY	ZFW	-	
2001-12-27 11:50:21	EWRDFWQ6	KEWR	KDFW	KEWR PARKE J6 BWO SQS COY5 KDFW	PARKE	ZNY	ZFW	-	
2001-12-27 11:50:21	EWRDFWQ7	KEWR	KDFW	KEWR ELIOT J60 DJB J29 ROD J39 IU BWO SQS COY5 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:50:21	EWRDFWU6	KEWR	KDFW	KEWR ELIOT J60 JOT MZV IRK J26 ICT IRW UKW7 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:50:20	EWRDFWU8	KEWR	KDFW	KEWR ELIOT J80 VHP J24 STL J19 ICT IRW UKW7 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:42:46	HPNDFW36	KHPN	KDFW	KHPN COATE J36 WAAKE J29 PWV J131 LIT BYP4 KDFW	COATE	ZNY	ZFW	-	
2001-12-27 11:42:45	HPNDFW48	KHPN	KDFW	KHPN LANNA J48 MOL J22 VWV J46 BNA J46 J6 LIT BYP4 KDFW	LANNA	ZNY	ZFW	-	
2001-12-27 11:42:44	HPNDFW60	KHPN	KDFW	KHPN ELIOT J60 DJB J29 PWV J131 LIT BYP4 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:42:44	HPNDFW64	KHPN	KDFW	KHPN ELIOT ETX RAW J84 J29 PWV J131 LIT BYP4 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:42:43	HPNDFW75	KHPN	KDFW	KHPN BIOGY J75 OSO J14 VUZ J52 SQS COY5 KDFW	BIOGY	ZNY	ZFW	-	
2001-12-27 11:42:42	HPNDFW80	KHPN	KDFW	KHPN ELIOT J80 FYLLS J29 PWV J131 LIT BYP4 KDFW	ELIOT	ZNY	ZFW	-	
2001-12-27 11:42:41	HPNDFW86	KHPN	KDFW	KHPN BIOGY J75 OVE J37 SPA J14 VUZ J14 LIT BYP4 KDFW	BIOGY	ZNY	ZFW	-	
2001-12-27 11:42:41	HPNDFW87	KHPN	KDFW	KHPN PARKE J6 COLNS J134 STL RZC FSM BYP4 KDFW	PARKE	ZNY	ZFW	-	
2001-12-27 11:42:41	HPNDFW89	KHPN	KDFW	KHPN WHITE J209 ORF J174 ILM J4 CAE J52 ATL J14 LIT BYP4 KDFW	WHITE	ZNY	ZFW	-	
2001-12-27 11:42:41	HPNDFWCA	KHPN	KDFW	KHPN GREK V419 JUDDS CAM J547 SYR J29 PWV J131 LIT BYP4 KDFW	GREK	ZNY	ZFW	-	
2001-12-27 11:42:38	HPNDFWCH	KHPN	KDFW	KHPN WHITE J209 ORF J174 CHS J40 M0M J4 JAN ELD TXK BYP4 KDFW	WHITE	ZNY	ZFW	-	
2001-12-27 11:42:37	HPNDFWJ5	KHPN	KDFW	KHPN PARKE J6 BWO SQS AEX LFK CWK LZZ JEN JEN6 KDFW	PARKE	ZNY	ZFW	-	
2001-12-27 11:42:36	HPNDFWJ6	KHPN	KDFW	KHPN PARKE J6 BWO AR0 FSM BYP4 KDFW	PARKE	ZNY	ZFW	-	

1-138 / 138 records Select All Deselect All



Ground Stops/Ground Delay Programs



**ATCSCC
OIS
SYSTEM**

06 14 00

1615:33

OIS Main Menu
[Summary](#)
[Schedules](#)
[East Directory](#)
[West Directory](#)
[Planning Team](#)
[Severe Weather](#)
[Tier Info](#)
[Checklists](#)
[Airport Metrics](#)
[ODP Coversheets](#)
[OJT Info](#)
[SOP \(leave OIS\)](#)
[Phone List](#)
[Comments](#)
[Trouble Reports](#)
[Equipment Callback](#)

(Note: This page will refresh every minute. Last updated Wed, 14 Jun 2000 20:14:57 GMT.)

GROUND DELAY PROGRAMS Edit							
ARPT	START	END	FACILITIES	REASON	MAX	AVG	AAR
ATL	1809	2359	ZTL2 - DFW	HX ENROUTE	74	38	80
DFW	1800	0259	ALL	THUNDERSTORMS	150	39	72
ENR	1800	0359	ALL CYYZ/CYUL/CYOW/CYHZ	SUPPORT OF SNAP	354	276	5
LGA	2030	0159	NOHEST	TSTRMS ENRTE/SNAP	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	Z1D/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	HX EN RTE
CLE	2100	ZNY/ZDC/Z1D/ZAU/ZBW/ZOB/ZMP	WEATHER/TSTMS
CLT	2100	ZDC/ZNY/ZBN	TSTMS
CVG	2015	Z1D/ZOB/ZNY/ZBN/ZDC	TSTMS
DCA	2100	Z1D/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	HX EN RTE
DTH	2100	ZDC/ZJX/ZTL/ZMA/ZAU/ZBW/Z1D/ZMP/ZNY/ZOB	TSTMS ENROUTE
IAD	2000	Z1D/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	HX 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/Z1D/ZME/ZTL/ZDC/ZJX/ZMA/ZOB/ZNY/ZBN	TSTMS
ORD	2100	ZAU/Z1D/ZOB/ZMA/ZJX/ZTL/ZME/ZDC/ZNY/ZBN	TSTMS/NO ROUTES
STL	2100	ZNY/ZBN/ZOB/Z1D/ZDC	TSTMS
TEB	2030	ZDC/ZJX/ZMA/ZTL/ZME/ZHU/ZFW/ZAB/ZLA	THUNDERSTORMS ON RTE
ZOB	2100	ZTL/ZJX/ZMA	NO ROUTES/HX

DELAY INFO Edit				
ARPT	AD	DD	TIME	REASON
ATL		+90	1800	ORD G/S
ATL		+60	2001	HX
BOS		+135	1920	SNAP
BNI		+15	1703	LDN/AMG RSTRN

DEICING Edit			
ARPT	AAR/ADR	TIME	PLAN?

ATCSCC Advisory

ATCSCC ADVZY 109 LGA/ZNY 07/14/2004 CDM PROPOSED GROUND DELAY PROGRAM

MESSAGE: AIRPORT: LGA
 ADL TIME: 1637Z
 ARRIVALS ESTIMATED FOR: 14/1800Z - 15/0459Z
 ANTICIPATED PROGRAM RATE: 27
 FLIGHTS INCLUDED: ALL CONTIGUOUS US DEPARTURES
 SCOPE: (NOWEST+CYZ AP) ZAU ZBW ZDC ZFW ZHU ZID ZJX ZKC ZMA ZME ZMP
 ZNY ZOB ZTL CYHZ CYOW CYUL CYYZ
 CANADIAN AIRPORTS INCLUDED: CYHZ CYOW CYUL CYYZ
 DELAY ASSIGNMENT TABLE APPLIES TO: ZNY
 ANTICIPATED MAXIMUM DELAY: 345
 ANTICIPATED AVERAGE DELAY: 202
 REASON: WEATHER, THUNDERSTORMS
 REMARKS: REDUCED AAR TO 27 AND EXTENSION
 USER UPDATES MUST BE RECEIVED BY: 1700Z

EFFECTIVE TIME: 141643 - 141759

SIGNATURE: 04/07/14 16:44

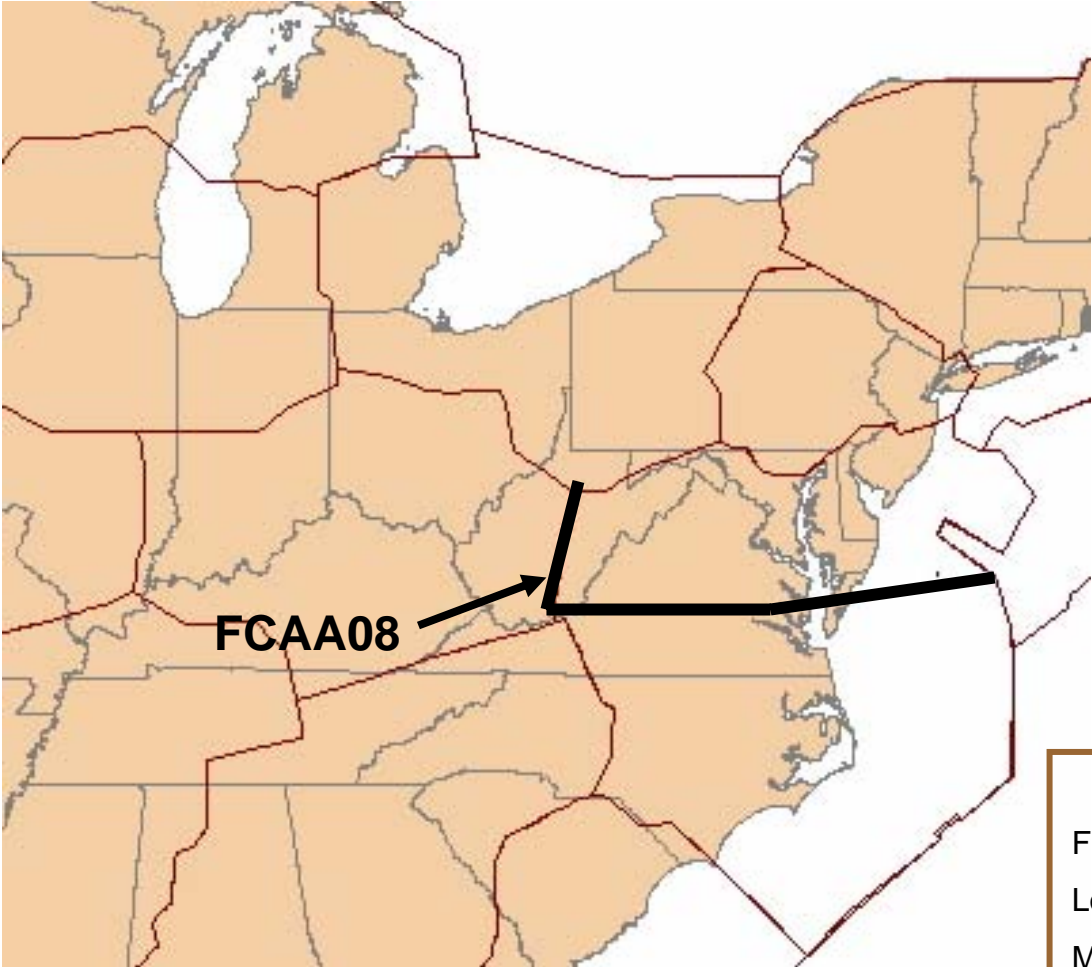


Airspace Flow Program

- New tool delivered in spring 2006
- Combines FSM flight data, Ground Delay Program algorithms, and FEA/FCA technology to target specific NAS element such as
 - Volume of enroute airspace
 - Specific airway
 - Airport
 - Specified fix
- More precisely targets impacted enroute airspace as compared to GDP technology



Airspace Flow Program



FCAA08 is defined by the western boundary of ZDC and a line across central Virginia.

Altitude Filters: 120 – 600

Arrival Filters: ZNY, ZBW, ZDC

Departure Filters: None

Likely weather for use: Weather in the Ohio Valley region or in ZDC airspace.

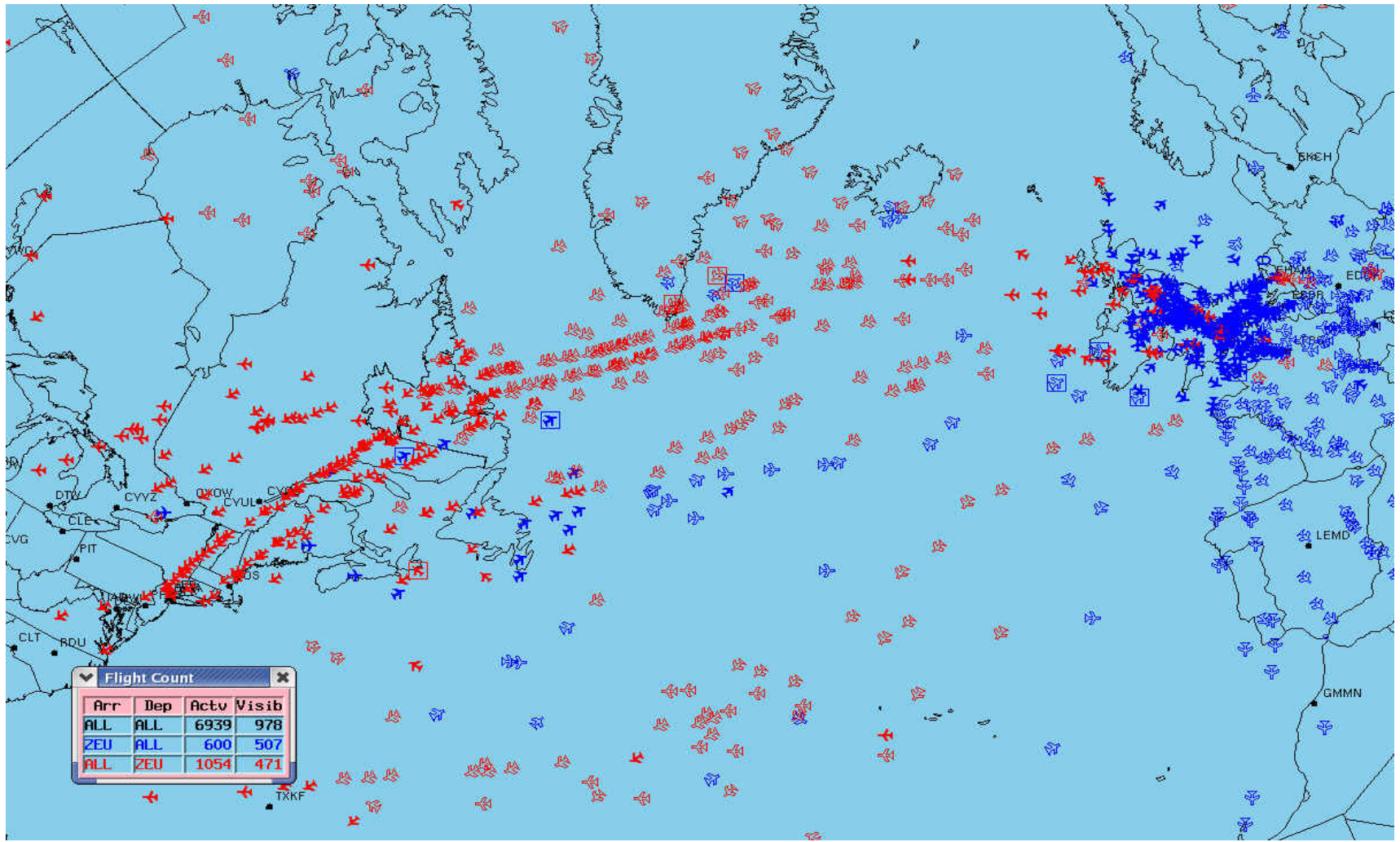
Weather Triggers: Lines and popcorn storms. CCFP predicted intensity levels of greater than 50% with High Confidence.

NESP Rate Guidelines

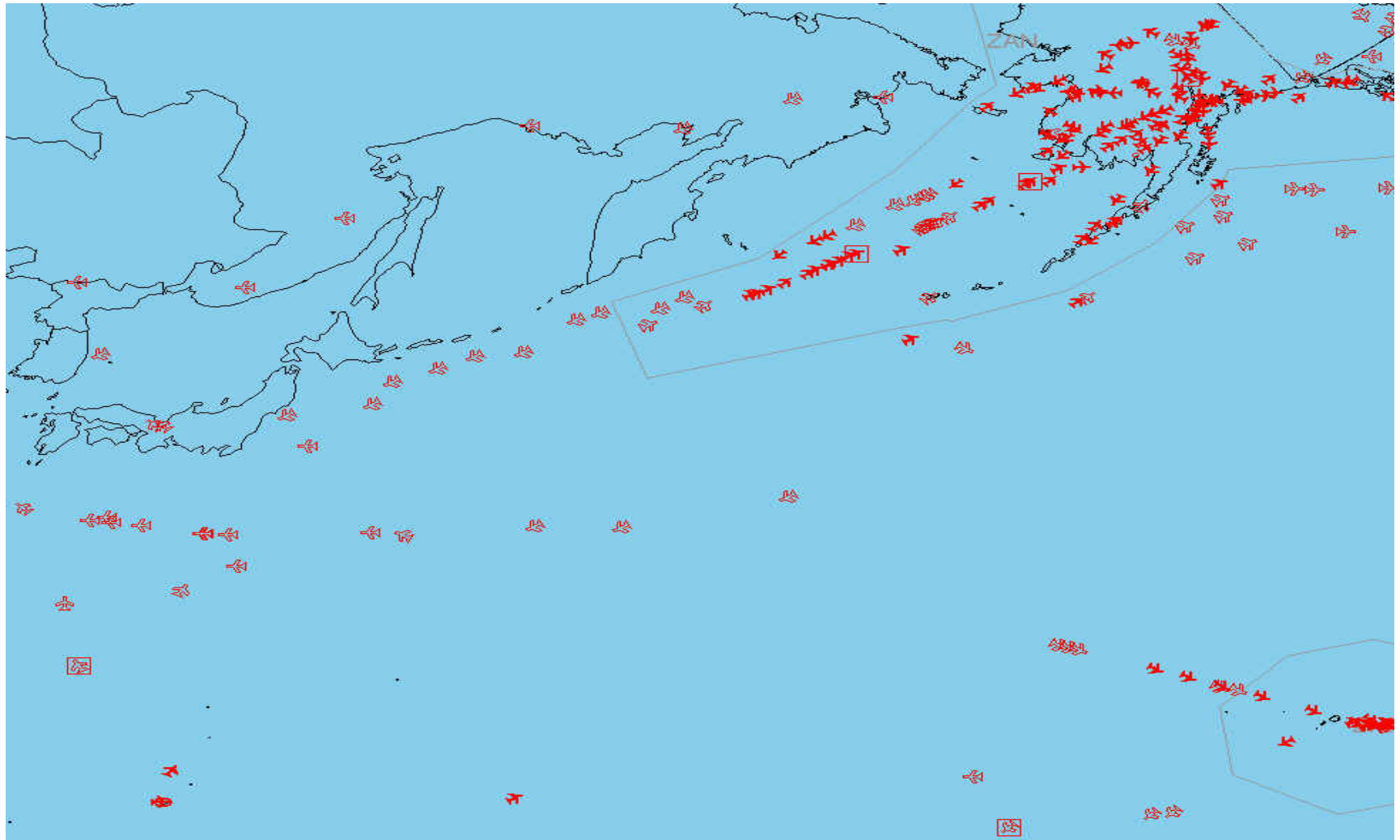
Flow through ZDC:	
Low Weather Impact:	135 – 145 Rate/Hour
Med Weather Impact	125 – 135 Rate/Hour
High Weather Impact	115 – 125 Rate/Hour



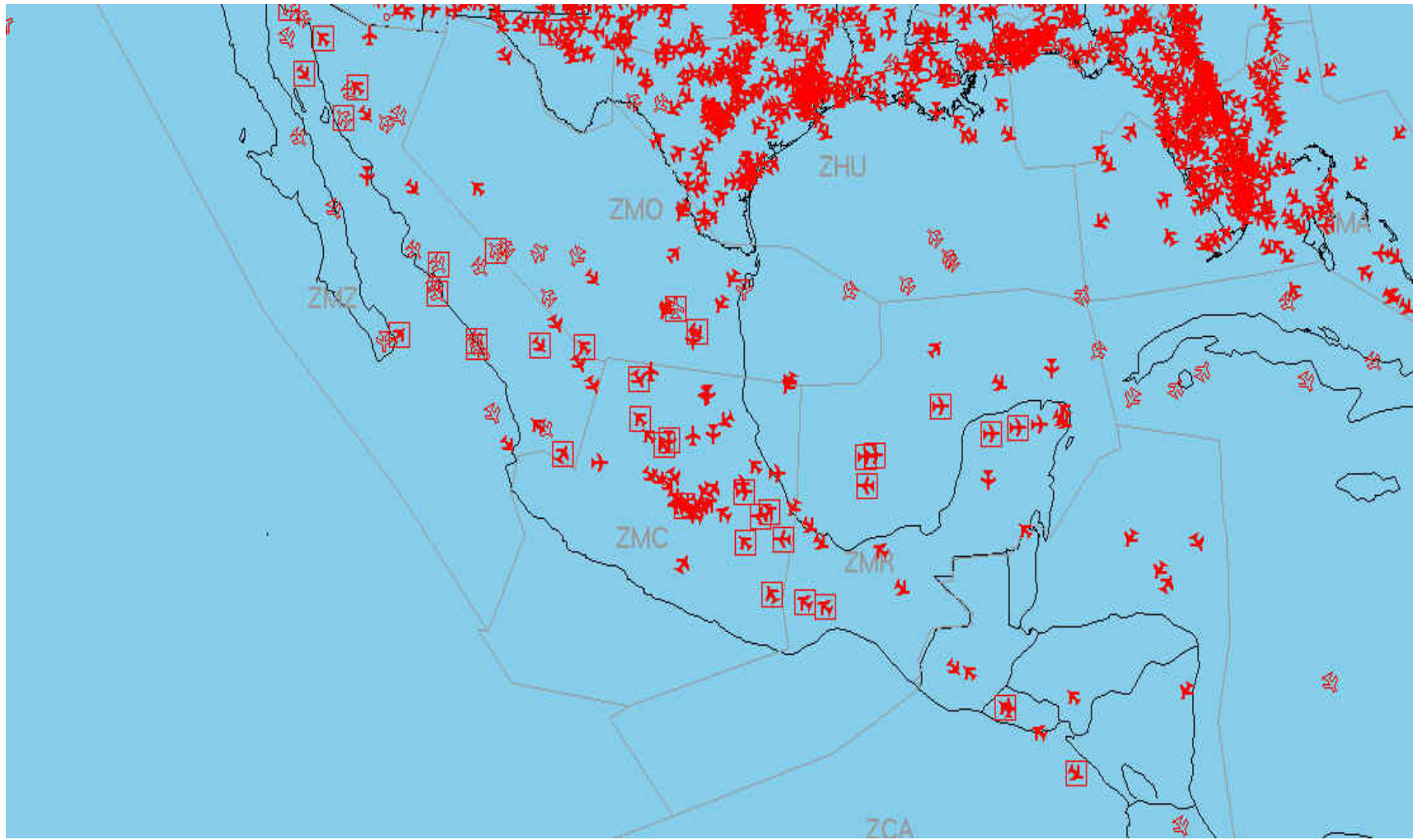
European Traffic



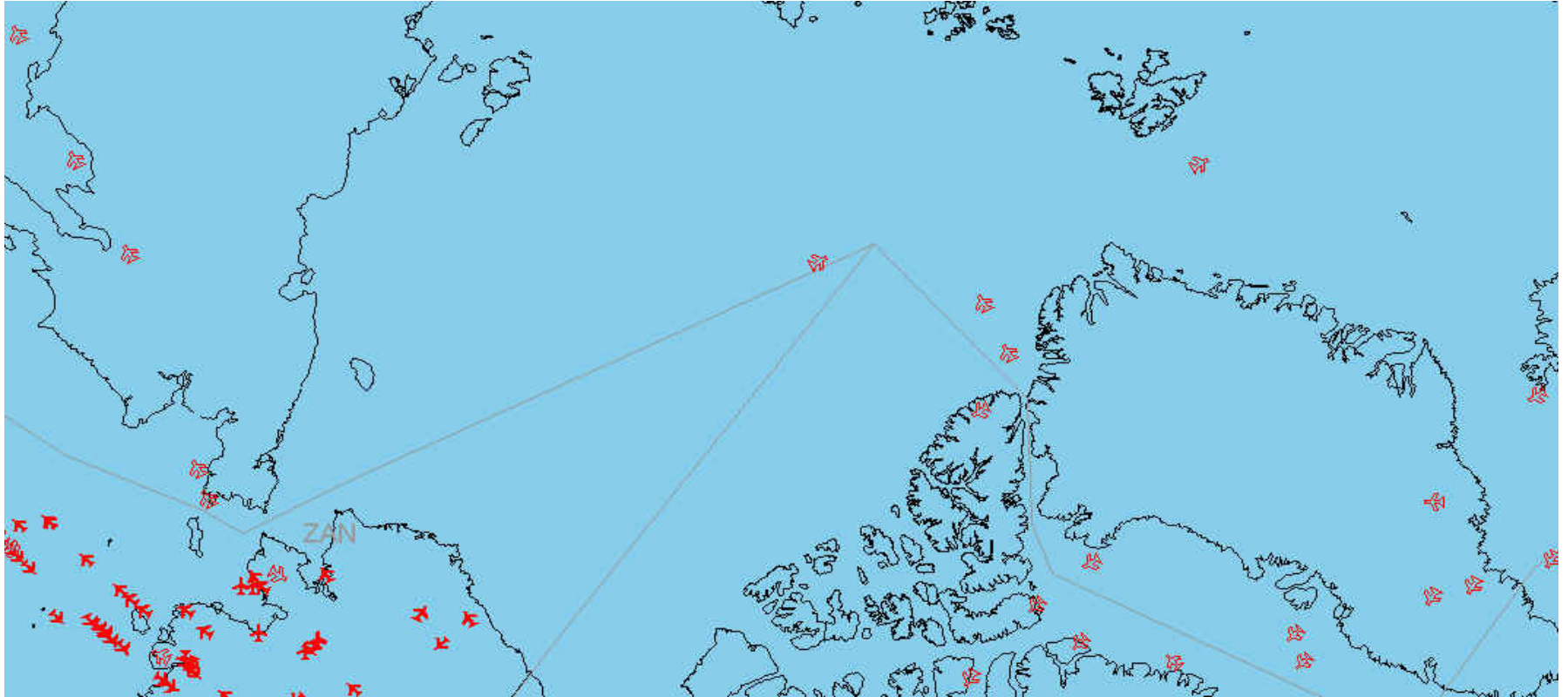
Pacific Traffic



Mexico and Caribbean Traffic



Polar Route



International ETMS Data Exchange

- Current Agreements
 - Mexico
 - Canada
 - United Kingdom
 - COCESNA
 - Chile
 - Columbia
- In Progress
 - Eurocontrol
 - Panama
 - Dominican Republic
- Future Expansion
 - Brazil
 - Japan



ATCSCC Web Site

The Federal Aviation Administration

Air Traffic Control System Command Center

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Welcome to the [ATCSCC Real-time Airport Status page](#). ([Text-only version](#)). If your airport of interest is not shown, you can zoom in to the [Northwestern States](#), the [North Central States](#), the [Northeastern States](#), the [Southwestern States](#), the [South Central States](#), the [Southeastern States](#), or [Alaska and Hawaii](#).

The status information provided on this site indicates general airport conditions; it is not flight-specific. [Check with your airline](#) to determine if your flight is affected. Information on [wait times at security checkpoints](#).

Legend

● General Arrival/Departure delays are 15 minutes or less.	● Departures are experiencing taxi delays greater than 45 minutes and/or arrivals are experiencing airborne holding delays greater than 45 minutes.
● Departures are experiencing taxi delays of 16 to 45 minutes and/or arrivals are experiencing airborne holding delays of 16 to 45 minutes.	● Departures are experiencing taxi delays greater than 45 minutes and/or arrivals are experiencing airborne holding delays greater than 45 minutes.
● Traffic destined to this airport is being delayed at its departure point. Check your departure airport to see if your flight may be affected.	● Closed airport

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