

Dynamic Routes for Arrivals in Weather

Concept Overview and Status

NASA/FAA/MITRE TBO Technical Exchange Meeting
3 April 2019





Today's Arrival Operations

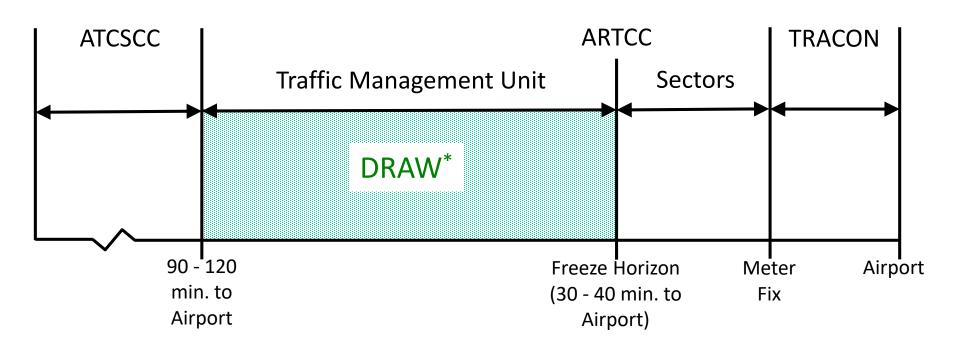
- Weather is a primary reason for discontinuance of time-based metering
- Current operational system <u>cannot</u> adjust its scheduled times of arrival (STAs) for aircraft that need to deviate around weather
- Traffic Managers and Controllers revert to less efficient methods of managing arrival traffic flow in weather
 - Implement conservative alternate routes hours in advance
 - Miles-in-trail (MIT)
 - Tactical deviations by controllers



What is DRAW?

Traffic management decision support tool that proposes reroutes to improve arrival traffic flow

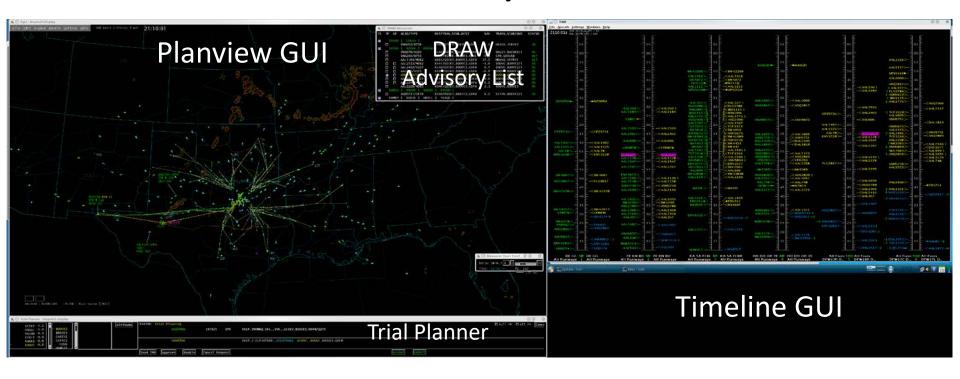
- Sustain metering operations in the presence of weather
- Find efficient arrival routes
- Offload meter fix demand (future capability)



^{*-} Initial Concept of Operations



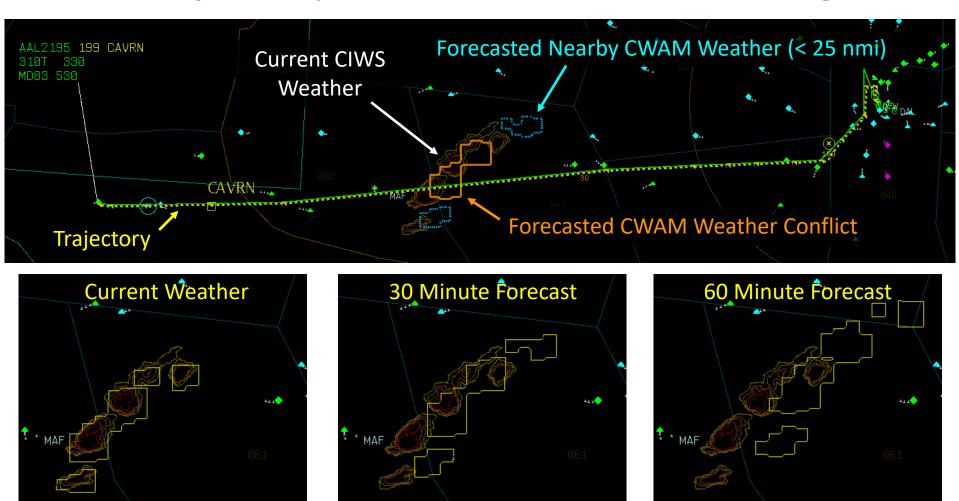
DRAW System



- Initially developed in CTAS, currently being integrated into TBFM
- Reroute candidates automatically identified and posted on DRAW Advisory List
 - Hourly atmospheric updates (NOAA RR)
 - **ERAM** traffic feed from home and adjacent Centers
 - Two-hour convective weather forecast (CIWS, CWAM)
- Integrated Route and Schedule Trial Planner



Trajectory Based Weather Modeling

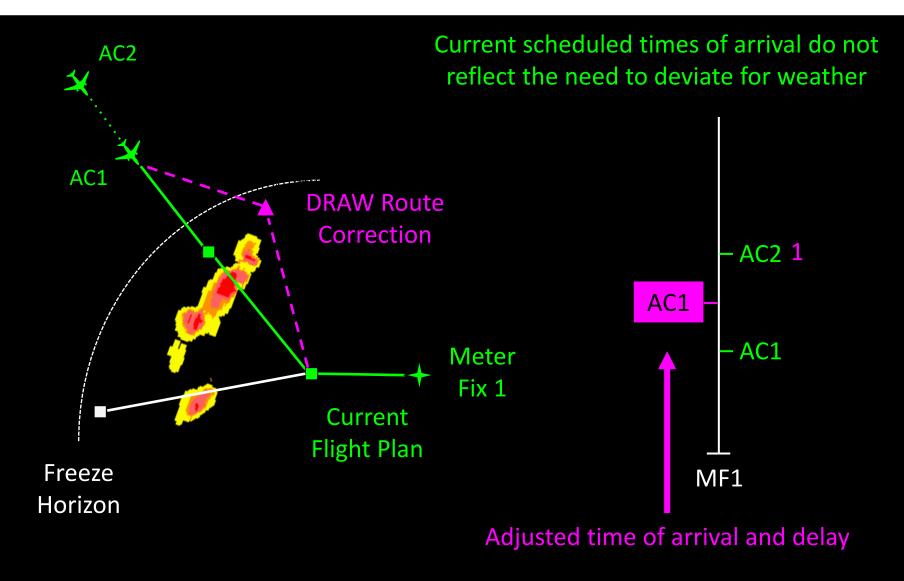


CIWS*: Corridor Integrated Weather System (precipitation, echo tops) CWAM*: Convective Weather Avoidance Model (pilot deviation model)

^{*-} Products of MIT Lincoln Laboratory

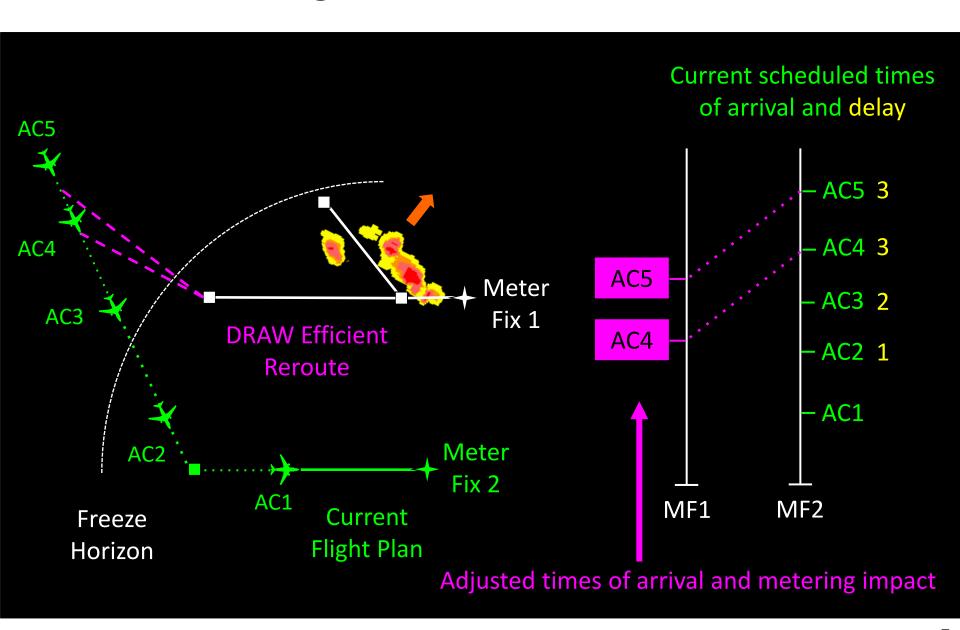


Route Correction to Avoid Weather and Maintain Accurate Schedule Time of Arrival



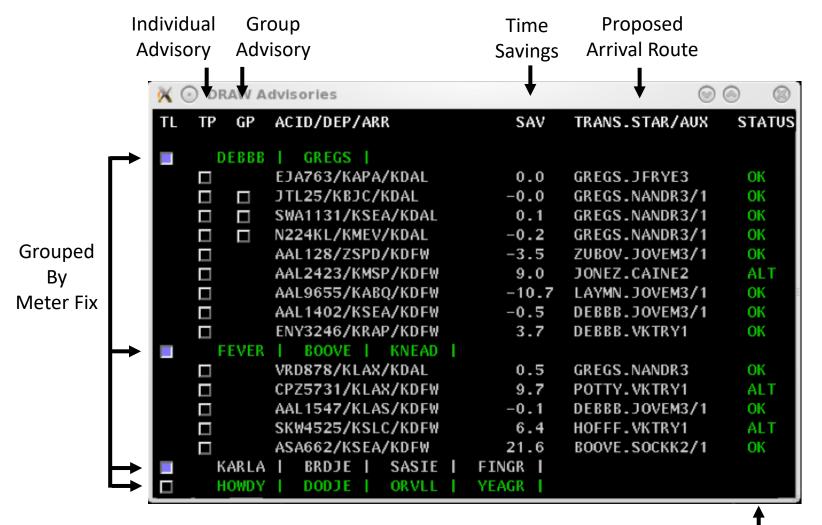


Time Saving Reroutes to Alternate Meter Fix





DRAW Advisory List



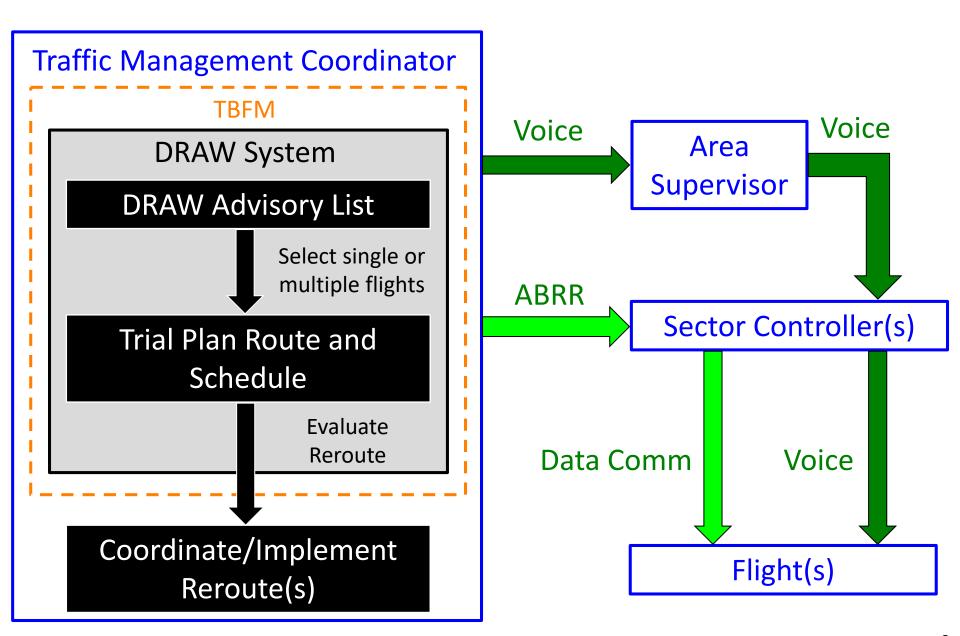
DRAW Status

OK: Weather Deviation Route

ALT: Alternate STAR

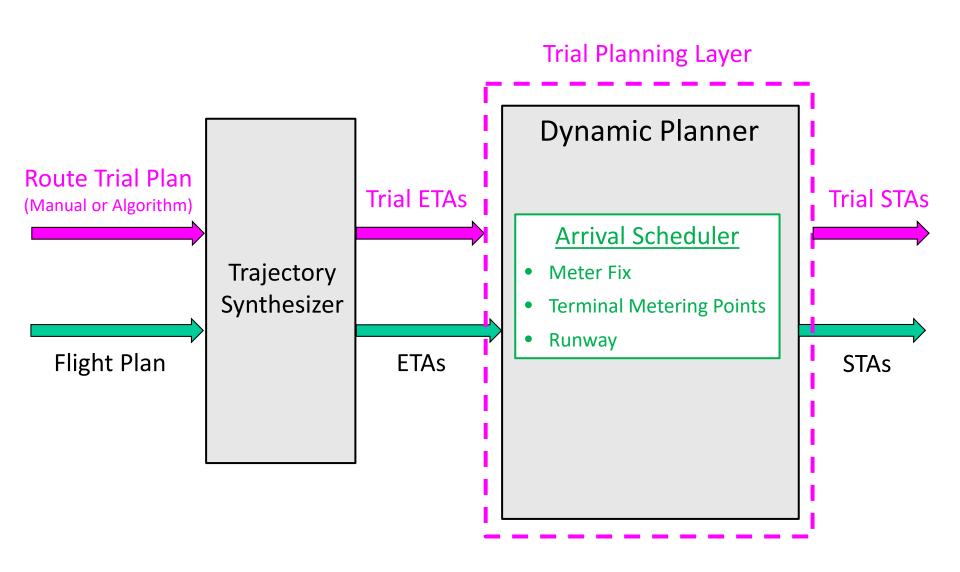


Notional DRAW Reroute Process





Integrated Route-Schedule Trial Planner Concept



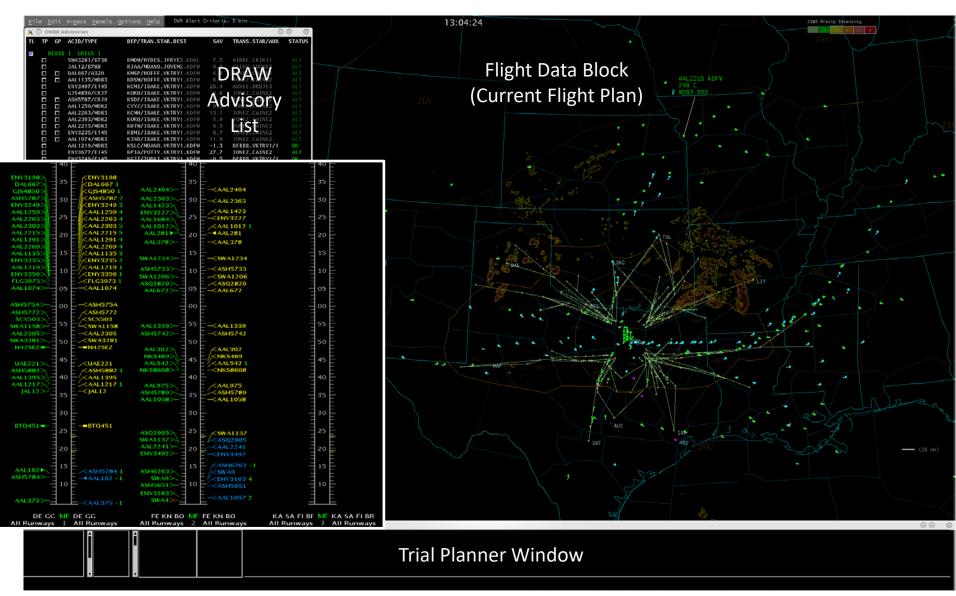


DRAW

Integrated Route and Schedule Trial Planner Example

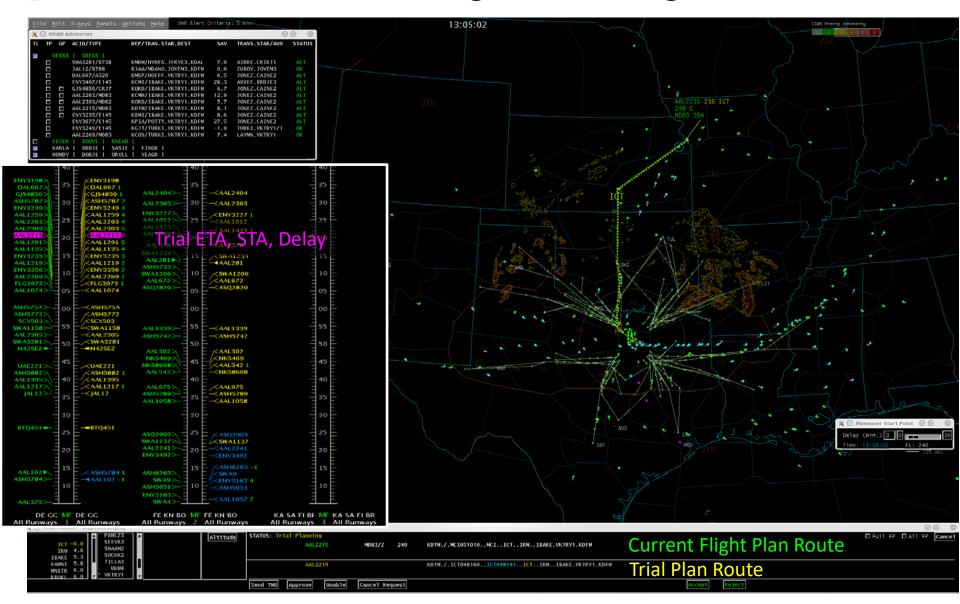


DRAW Trial Planning: Trial Plan Activation



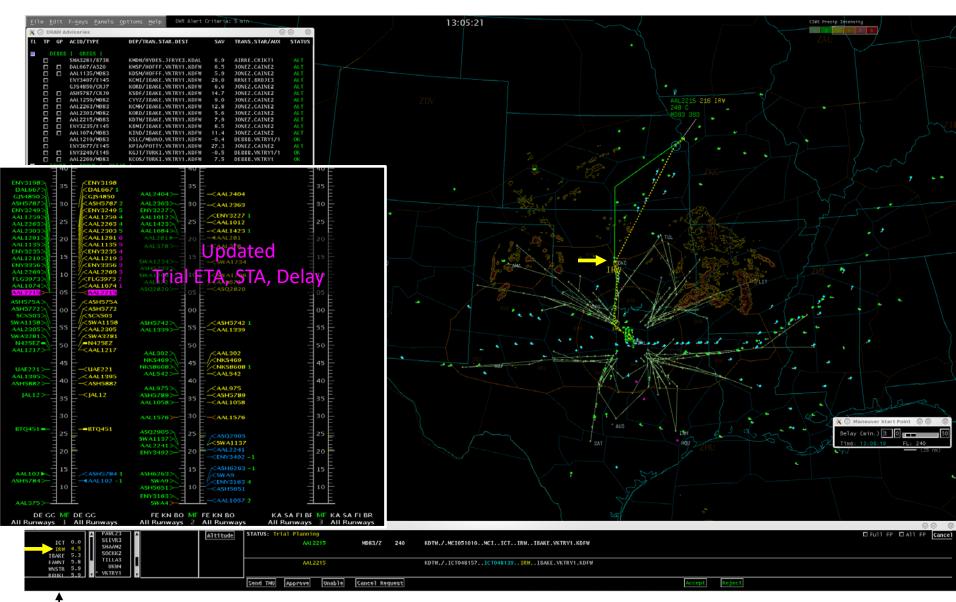


DRAW Trial Planning: Current Flight Plan





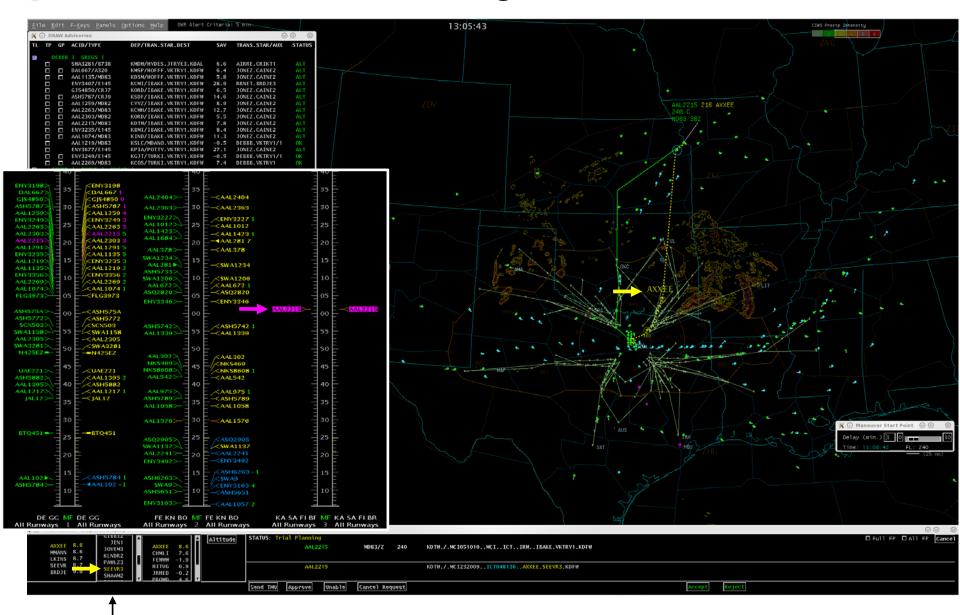
DRAW Trial Planning: Capture Waypoint





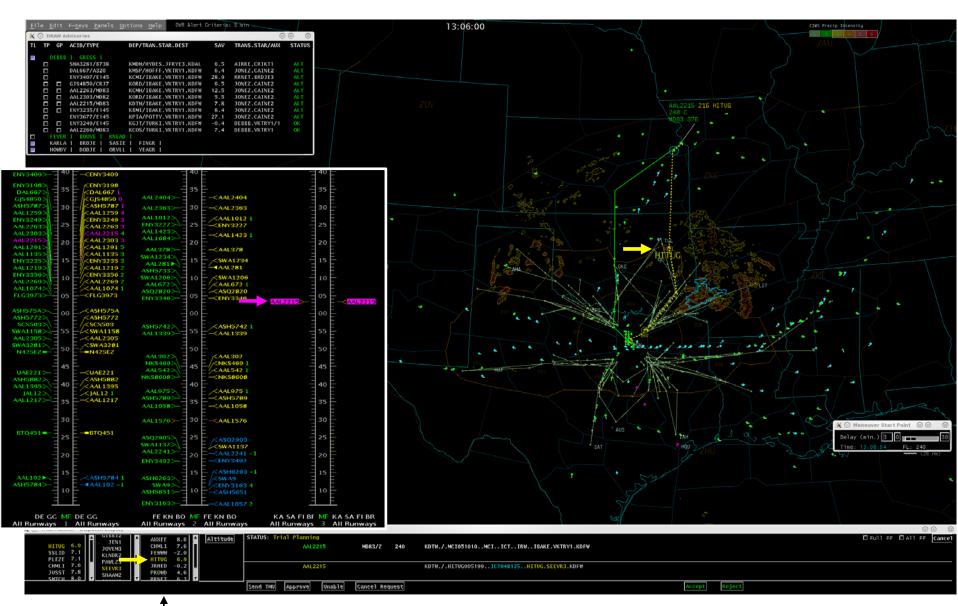
STARs

DRAW Trial Planning: Alternate STAR



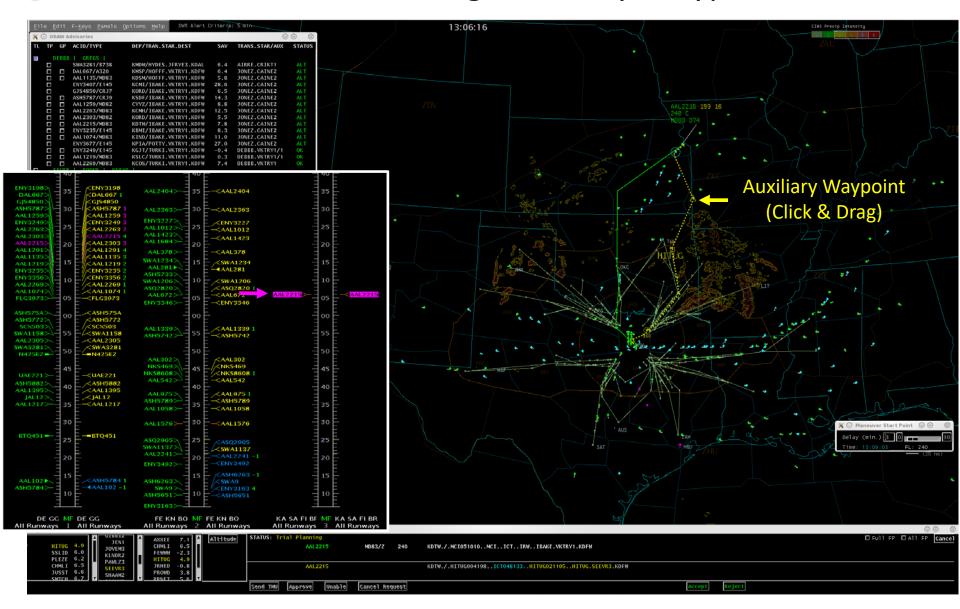


DRAW Trial Planning: Transition Fix



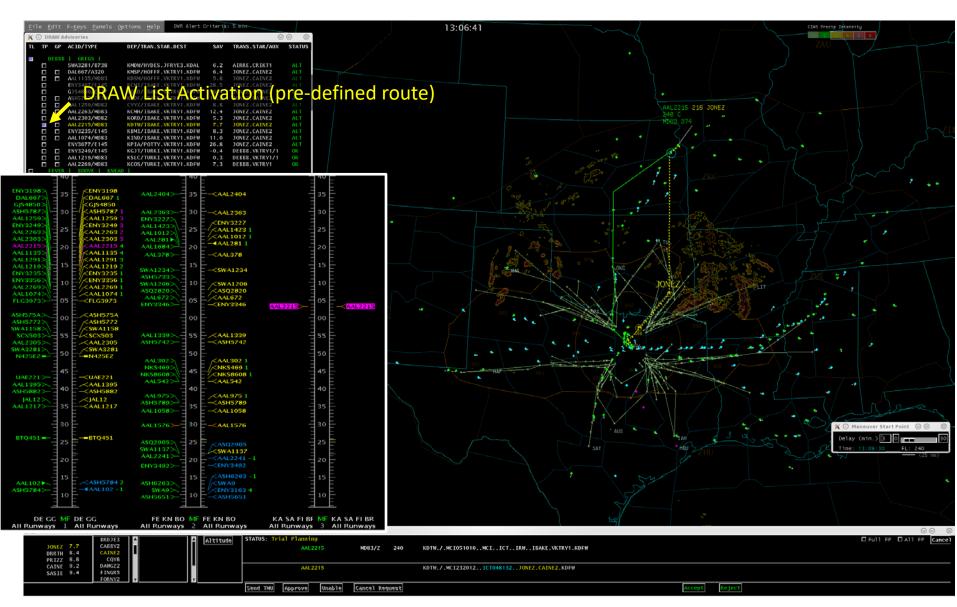


DRAW Trial Planning: Auxiliary Waypoint



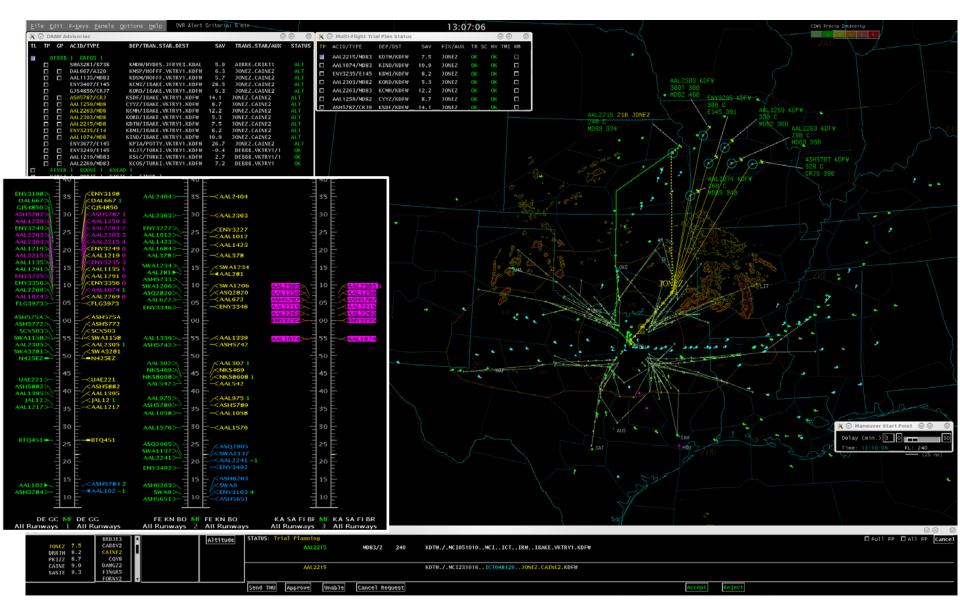


DRAW Trial Planning: DRAW List Activation





DRAW Trial Planning: Multi-flight Trial Planning





	HITL #1	HITL #2	HITL #3	HITL #4
Month	May 2017	October 2017	April-May 2018	Oct-Nov 2018
Arrival Metering	SW DFW arrivals in ZFW	NW & SW DFW arrivals in DFW	SW & SE ATL arrivals in ZTL	SE ATL arrivals in ZTL & ZJX
DRAW vs. No-DRAW	X	X		X
# of Weather Scenarios	4	2	4	2
# of TMCs	4	4	4	2+2
# of Sectors	5	7	7	6
Reroute Coordination	Auto	Auto	Auto	Auto + Manual
Notes	First end-to-end TMC- >metering fix DRAW study	TMC and Controller sessions on separate days,	New airspace and improved metering procedures	Included ZJX controllers and consulting ZJX TMC
	6 Storyboard runs	16 TMC-Only runs		Improved ERAM metering support



DRAW Status and Next Steps

CTAS Version

- Developed DRAW concept and core functionality
- Completed 4 TMC-Controller in the loop simulations with arrival metering
- Refined user interface and demonstrated acceptable controller and TMC workload
- Demonstrated reduction in tactical Wx avoidance in arrival airspace
- Completed closed loop simulations to explore DRAW mitigation of a wider variety or weather conditions and traffic impacts

TBFM 4.7 Version

- Integration of DRAW functionality
 - Arrival Metering (Q2FY19)... currently debugging
 - Extended Metering/Coupled Scheduling (Q4FY19)
- DRAW-TBFM HitL simulation (July 2019)
 - TBFM DRAW Arrival Metering Study
 - TMCs Only (no controllers)
 - All DFW arrivals flows with variety of weather conditions and traffic loading



Questions?

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Backup Slides