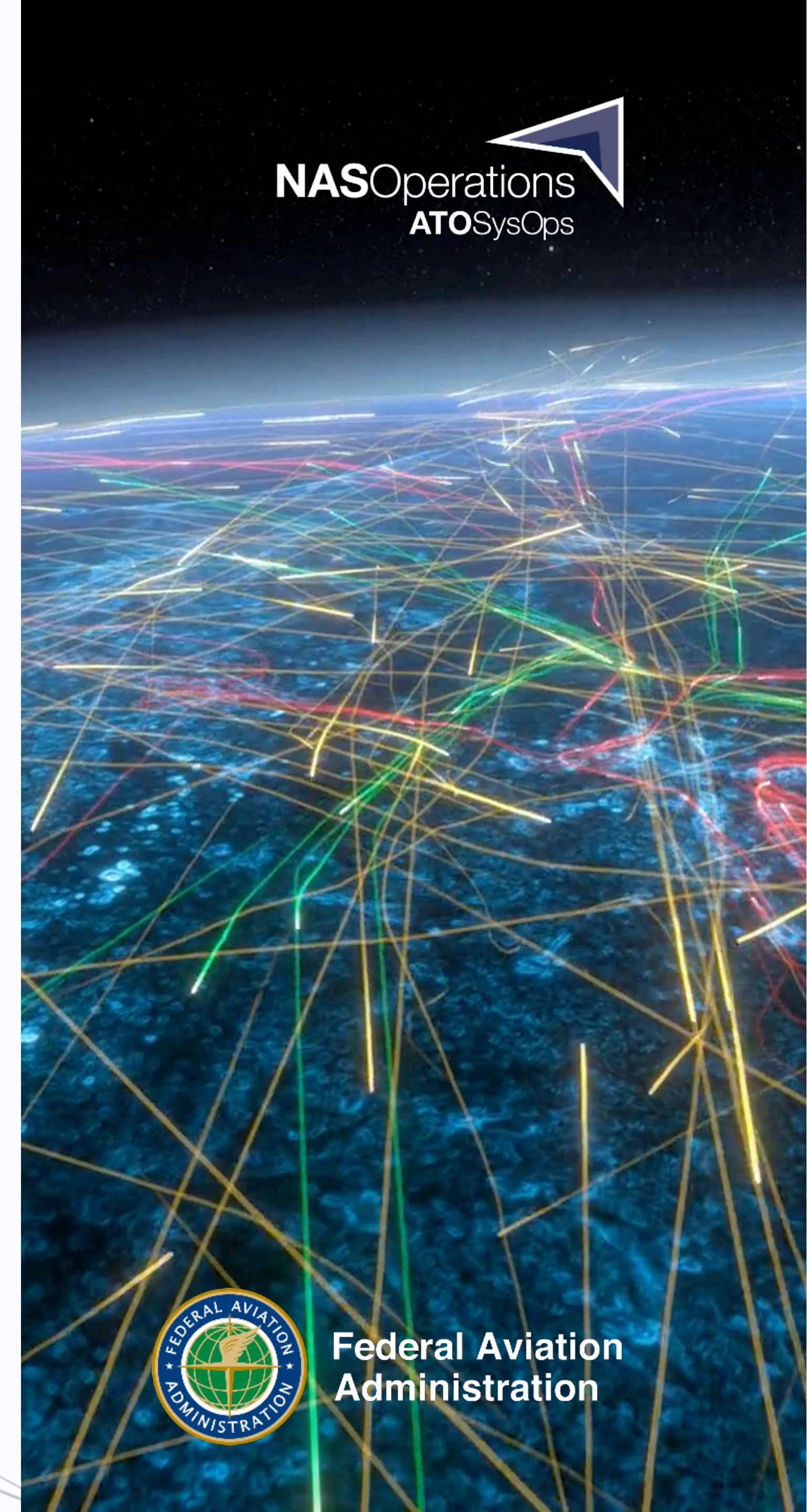


COVID Impacts on ATO

NEXTOR-III Webinar Series: Air Navigation Service Providers and Airspace Operations

Dan Murphy, Director of NAS Operations

October 15, 2020



Federal Aviation
Administration

COVID Response

- Large numbers of ATO operational employees have contracted COVID
 - Over 400 confirmed cases
- ATO focused on ensuring safety of employees and continuity of operations
- ATO adopted a number of measures to make facilities and the system more resilient



COVID Measures

- Split crews
 - Where possible, ATO separated staff into 2 or 3 crews
 - Split crews reduced as traffic returns
 - 145 facilities are on single crews
- Adjusted hours
 - Where possible, ATO adjusted operational hours to allow split crews and preserve supplies
 - Originally 90 towers; 24 have returned to normal hours
- COVID Joint Crisis Action Team (JCAT)
 - War room which handles all potential COVID cases in operational facilities (>2500 and counting)
 - Directs ATO's response to COVID cases, facilitating conference calls to ensure timely and consistent response to each case



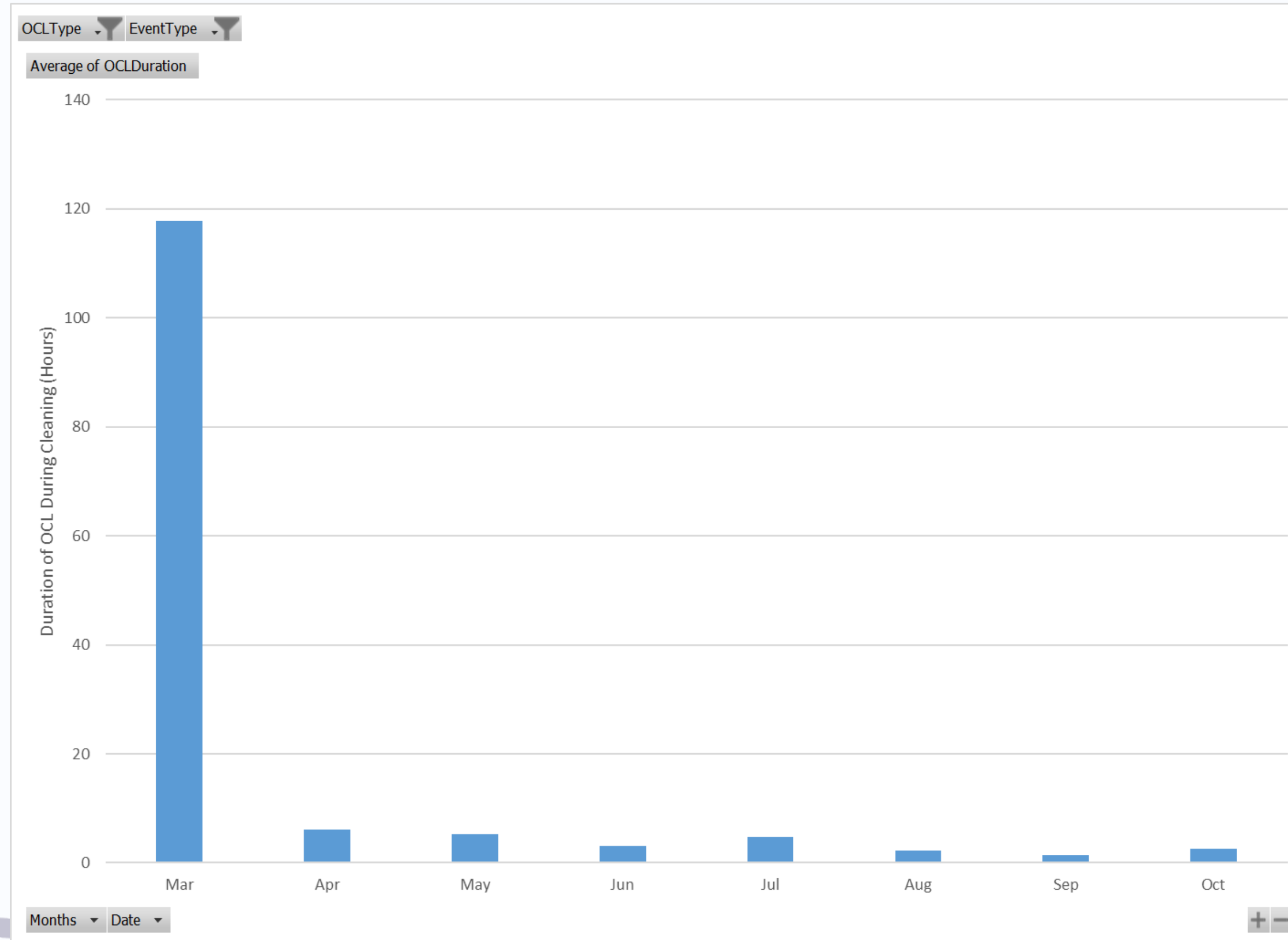
COVID Mitigation

- Priority flights
 - Initial facility closures were long duration
 - Critical shortages of COVID supplies in the United States
 - Tracked all flights with COVID supplies to ensure successful completion
- COVID cleanings
 - Technical Operations and Acquisitions precoordinated cleaning contractors
 - Cleaning times were reduced from 3 days to 1-2 hours
 - Cleaning lead times were shortened significantly
 - Cleaning times were adjusted to minimize impact on operators
 - Contingency plans
- New COVID contingency procedures were developed to minimize impact

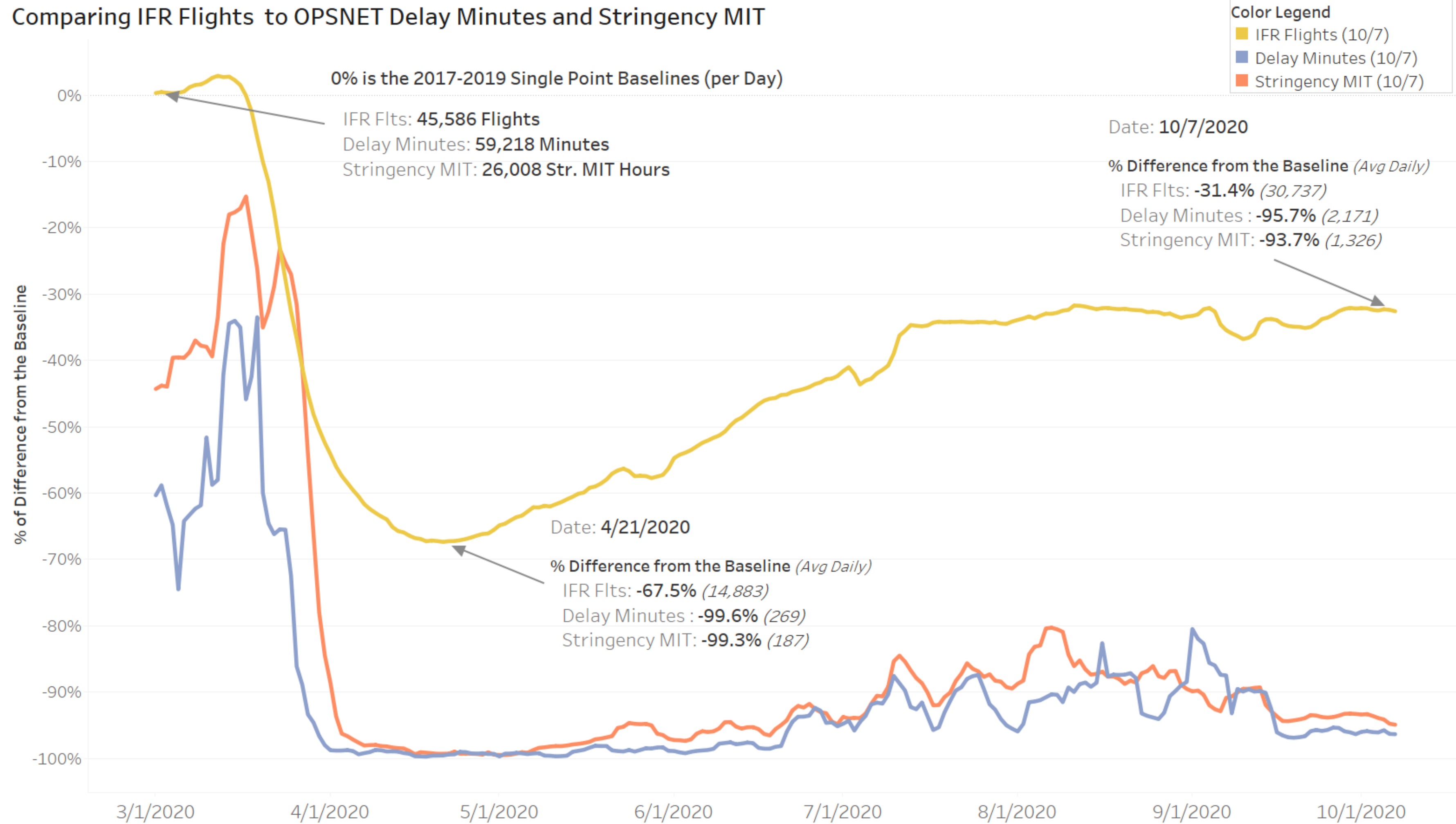


COVID Cleanings

- 174 unique facilities have been cleaned
- 131 ATC-0 events, including 18 centers (ZMA and ZTL 8 each)



IFR Ops Compared to Delay Minutes and MIT Stringency

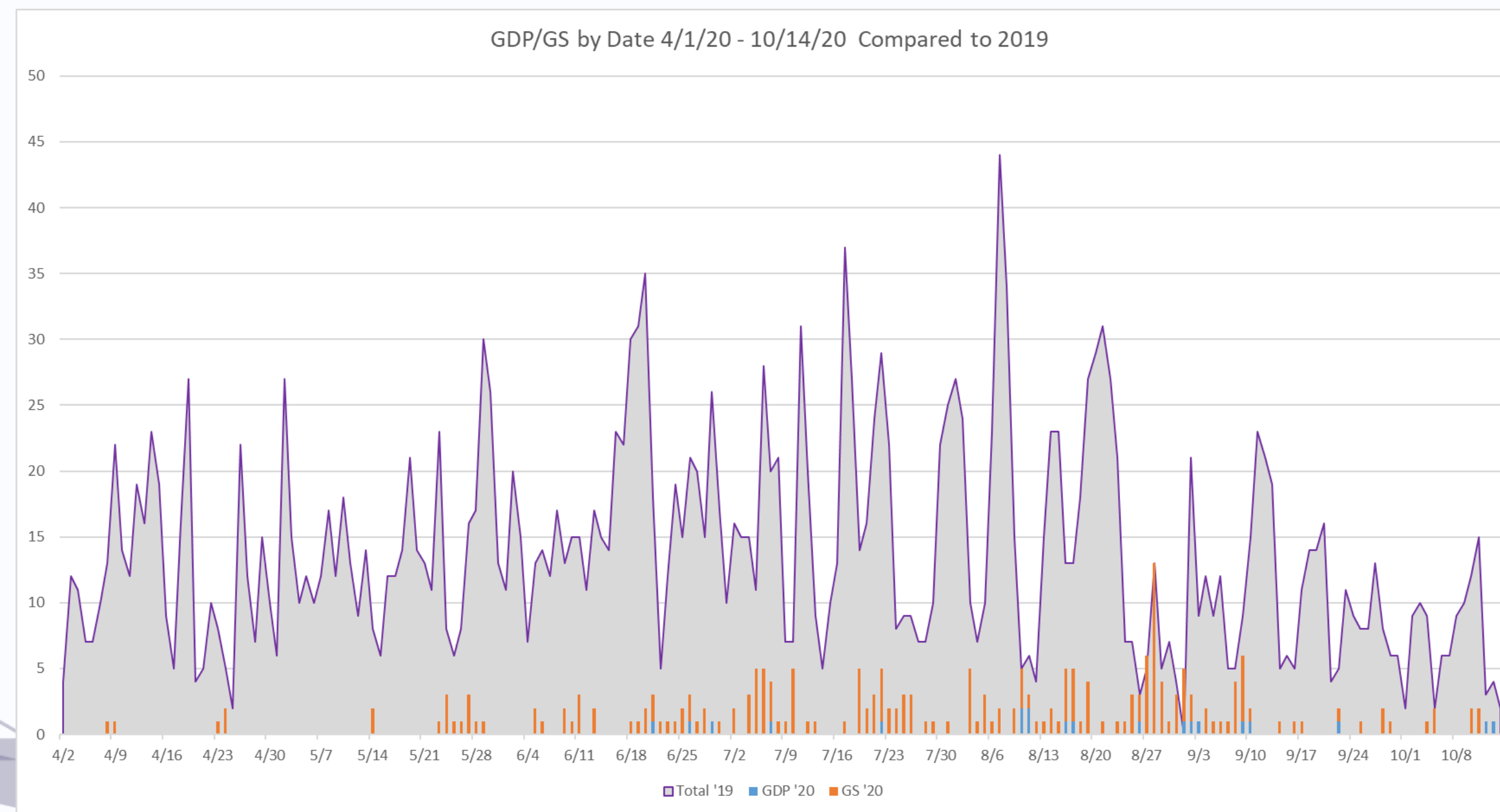


- Daily data is represented with seven day moving averages
 - Comparisons are to 3 year single point baselines



Traffic Management

- Traffic managements has become more tactical
- 20 Ground Delay Programs (GDPs) from April 1 – Oct. 14, 2020, compared to 1177 for the same period last year
- 208 Ground Stops (GS), compared to 1536 last year
- Smaller reduction in reroutes, which are used during cleanings



◀ Planning for the Future

- We must remain proficient
- We must continue to train on techniques to handle large traffic volumes
- We must use downturn to improve our understanding of system performance

