

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



Advanced Scheduling - Part 91

Wednesday, Jan 15 | 15:30 – 1700

PRESENTED BY:

Lucille Fisher – Quality Resources, LLC

Dion Glenn – Fertitta Enterprises, Inc.

Aggie Mitchard – Joe Gibbs Racing Inc.

Advanced Scheduling – Part 91

What is Advanced Scheduling?

- Every Flight Department is different
- Today we will be discussing:
 - Planning a flight from Chicago to New York City
 - Aircraft Restrictions
 - NOTAMS
 - Weather
 - Airport Facilities
 - Flight Plan Routing
 - Crew Scheduling
 - Contingency / Facility Planning

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Who needs to be familiar?

- Scheduler whose company gives them more responsibility
- Filling in for the lead scheduler/dispatcher or scheduling manager
- Company crews who have operational control and do their own flight planning/filing:
 - Scheduler **assists** Flight Crews in Flight Planning
 - Scheduler is **NOT** a licensed dispatcher

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What are some considerations?

- Airport Location
- Aircraft Restrictions
 - Type of aircraft (Jet or Prop)
 - Airport restrictions for particular aircraft types
- Airport Conditions and Facilities
 - Weather
 - NOTAMS
- Flight Planning
 - Routing
 - National Airspace (NAS) restrictions
 - Enroute weather / turbulence
- Crew Scheduling
 - Duty time / rest restrictions
- Passengers

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Airport Location

KORD - Chicago O' Hare International Airport

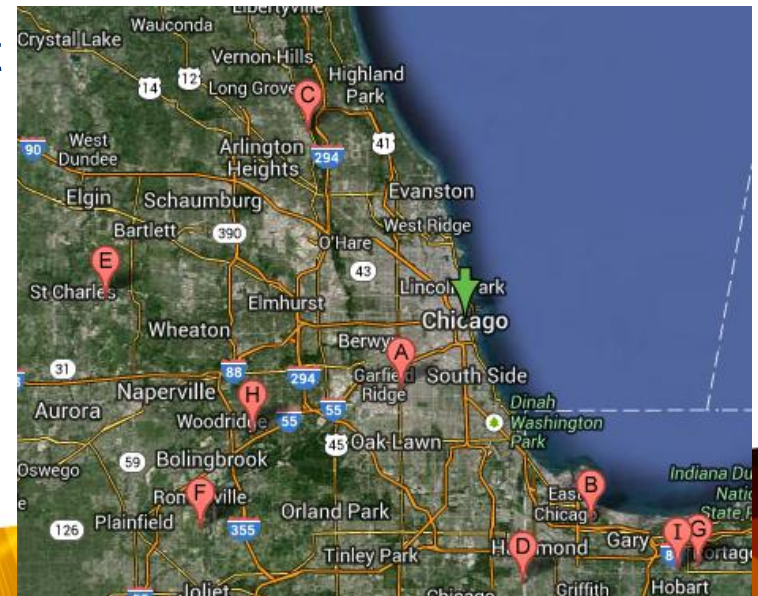
KPWK – Chicago Executive Airport

KMDW – Chicago Midway International Airport

KGYG – Gary, Indiana

KRFD – Chicago /Rockford Int'l Airport

K8N2 – Skydive Chicago Airport



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Aircraft Restrictions

- Airport Restrictions
 - Noise abatement
 - Aircraft weight limitations

Runway Information

Runway 1/19

Dimensions: 6997 x 150 ft. / 2133 x 46 m

Surface: asphalt/grooved, in good condition

Weight bearing capacity: PCN 34 /F/C/X/T

Single wheel: 50.0

Double wheel: 100.0

Traffic pattern: left

Runway heading: 015 magnetic, 003 true

Displaced threshold: 771 ft.

Declared distances: TORA:7000 TODA:7000 ASDA:6090 LDA:5319

Markings: precision, in good condition

Visual slope indicator: 4-box VASI on right (3.46 degrees glide path)

Runway end identifier lights: yes

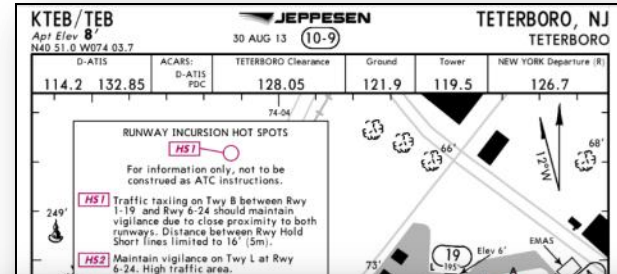
Centerline lights: yes

RY 01/19 DSPLCD THLD CNTRLN LIGHTS OTS INDEFLY.

Touchdown point: yes, no lights

Instrument approach:

Obstructions: 67 ft. tree, 1200 ft. from runway, 400 ft. right of centerline, 16:1 slope to clear RY 01 +67 FT TREE DIST 1200 FT, 400 FT RIGHT, 16:1 BASED ON DSPLCD THLD.



Rwy 24 Noise Critical. Contact Noise Abatement Office for complete information.



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Airport Location

- Distance to meeting/function location
 - Total time for Operation
- Transportation Options
 - Limo Service
 - Helicopters
 - Rental Cars
 - Train / METRO
 - Charter Buses



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Passenger and Aircraft Service Facilities

- FBO availability
 - Passenger Preference?
 - Fees
 - Preferred Fuel Vendor
 - Hangar Availability
 - Special Events
 - Superbowl
 - Olympics



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Aircraft Restrictions

- Weight Restrictions
 - Various weight limits
 - Max gross weight
 - Max Take-off weight
 - Landing weight
- Minimum Equipment List (MEL) / Configuration Deviation List (CDL) items
 - How might they affect your operation
 - Enroute when flight planning
 - Payload
 - Fuel Burn
 - Landing Distances
 - Adjustments due to degraded systems

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Airport Conditions– Destination & Alternate

- Weather – Forecast
 - Options as to *HOW* to “decode” Terminal Area Forecast (TAF)
 - Charts
- NOTAMS
 - Runway closures
 - Runway lengths
 - NAVAID restrictions
 - Arrival / Departure Obstacles
- Airport layout
 - Taxiway configurations
 - Airport Apron configuration & access to Fixed Base Operator (FBO)
- Available Instrument Approaches

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Weather - Forecast

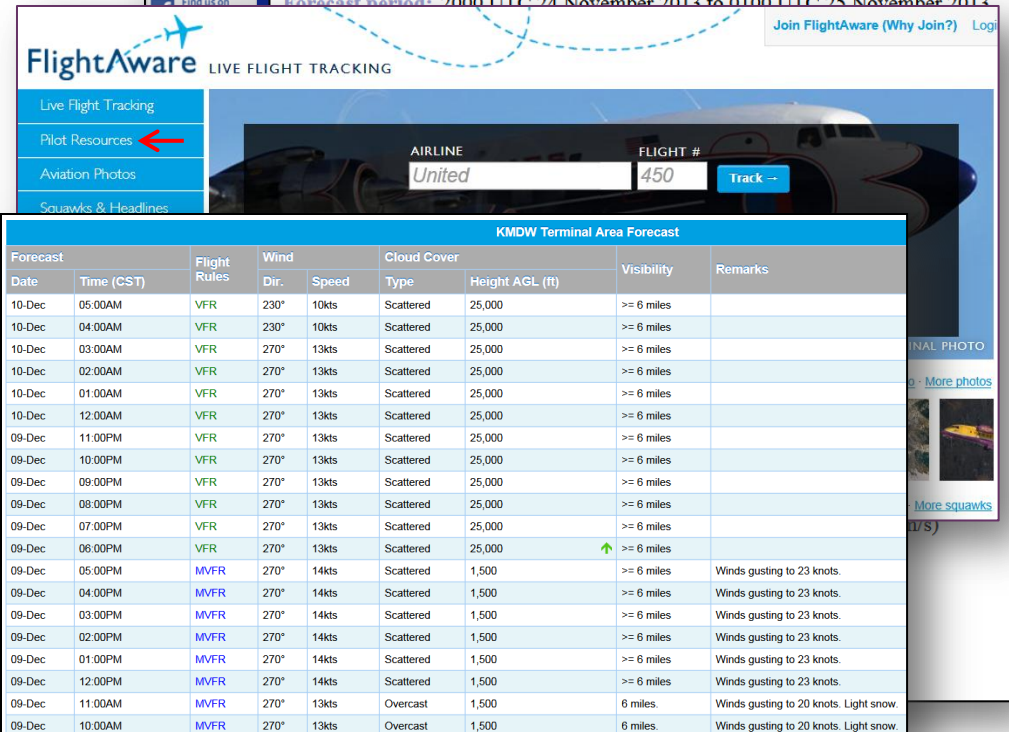
- How to decode a TAF
- aviationweathercenter.gov
 - Simple verbiage/terms
- flightware.com
 - Simple verbiage
 - Hourly weather trend



NOAA's National Weather Service
Aviation Weather Center

Local forecast by "City, St" or Zip Code
City: St: Go

Forecast for: KMDW (CHICAGO , IL, US)
Text: KMDW 241950Z 2420/2518 25009KT P6SM FEW030
Forecast period: 2000 UTC 24 November 2013 to 0100 UTC 25 November 2013



FlightAware LIVE FLIGHT TRACKING

Live Flight Tracking
Pilot Resources ←
Aviation Photos
Squawks & Headlines

Join FlightAware (Why Join?) Log

AIRLINE: FLIGHT #:

KMDW Terminal Area Forecast									
Forecast	Date	Time (CST)	Flight Rules	Wind Dir.	Wind Speed	Cloud Cover Type	Cloud Height AGL (ft)	Visibility	Remarks
10-Dec	05:00AM		VFR	230°	10kts	Scattered	25,000	>= 6 miles	
10-Dec	04:00AM		VFR	230°	10kts	Scattered	25,000	>= 6 miles	
10-Dec	03:00AM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
10-Dec	02:00AM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
10-Dec	01:00AM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
10-Dec	12:00AM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
09-Dec	11:00PM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
09-Dec	10:00PM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
09-Dec	09:00PM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
09-Dec	08:00PM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
09-Dec	07:00PM		VFR	270°	13kts	Scattered	25,000	>= 6 miles	
09-Dec	06:00PM		VFR	270°	13kts	Scattered	25,000	↑ >= 6 miles	
09-Dec	05:00PM		MVFR	270°	14kts	Scattered	1,500	>= 6 miles	Winds gusting to 23 knots.
09-Dec	04:00PM		MVFR	270°	14kts	Scattered	1,500	>= 6 miles	Winds gusting to 23 knots.
09-Dec	03:00PM		MVFR	270°	14kts	Scattered	1,500	>= 6 miles	Winds gusting to 23 knots.
09-Dec	02:00PM		MVFR	270°	14kts	Scattered	1,500	>= 6 miles	Winds gusting to 23 knots.
09-Dec	01:00PM		MVFR	270°	14kts	Scattered	1,500	>= 6 miles	Winds gusting to 23 knots.
09-Dec	12:00PM		MVFR	270°	14kts	Scattered	1,500	>= 6 miles	Winds gusting to 23 knots.
09-Dec	11:00AM		MVFR	270°	13kts	Overcast	1,500	6 miles	Winds gusting to 20 knots. Light snow.
09-Dec	10:00AM		MVFR	270°	13kts	Overcast	1,500	6 miles	Winds gusting to 20 knots. Light snow.

Pilot Resources → Chicago Midway Intl Airport Weather (Chicago, IL) [KMDW]

Overview Flight Tracker FBOs **Weather** Map & Diagram

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Weather - Charts

- Charts – Official Weather Provider
 - Surface Progs
 - Surface Analysis
 - High Level Significant WX Prog
 - Winds Aloft
 - Radar
 - Convective SIGMETS
 - SIGMETS



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NOTAMS

- Domestic
 - D-NOTAM
 - Pointer NOTAMS
 - FDC
 - USD/UAR

FDC NOTAMS

```
!FDC 3/4208 TEB IAP TETERBORO, TETERBORO, NJ.
ILS RWY 19, ORIG-A...
MISSED APPROACH: IMMEDIATE
HEADING 205 DEGREES AND T
DME/RADAR, THEN CLIMB TO
RADAR VECTORS.
1310311640-1410311200EST

!FDC 3/5146 TEB FI/T IAP TETE
RNAV (GPS) X RWY 6, ORIG...
MSA MINIMUM ALTITUDE 3000

!FDC 3/6086 TEB FI/T SID TETE
TETERBORO RIGHT DEPARTURE.
CHANGE TAKEOFF RWY 19 TO R
THEN CLIMBING RIGHT TURN T
(DO NOT CLIMB ABOVE 2000),
CHANGE TAKEOFF RWY 24 TO R
(DO NOT CLIMB ABOVE 1500),
TEB 4.5 DME AT 1500 (NON-D
THEN CLIMB AND MAINTAIN 20
OR UNTIL OTHERWISE ADVISED
```

FDC NOTAMS

```
!FDC 3/9106 MDW SID CHICAGO MIDWAY INTL, CHICAGO, IL.
CICERO SIX DEPARTURE...
CHART I-MKT LOCALIZER FREQUENCY 109.9, CHAN 36.
1311131730-1405131230EST

!FDC 3/1016 MDW FI/T IAP CHICAGO MIDWAY INTL, CHICAGO, IL.
VOR/DME RNAV OR GPS RWY 22L, AMDT 3B...
VOR/DME PORTION NA.

!FDC 3/3602 MDW FI/T CHICAGO MIDWAY INTL. IL.
FISSK ARRIVAL...
KOKOMO TRANSITION (OKK.FISSK2)
FROM HALIE ON TRACK 270 TO CGT VORTAC. DEP
HEADING 335. EXPECT RADAR VECTORS TO FINAL

!FDC 3/3603 MDW FI/T CHICAGO MIDWAY INTL. IL.
ENDEE ARRIVAL...
PROCEDURE NOT AUTHORIZED

!FDC 3/3604 MDW FI/T CHICAGO MIDWAY INTL. IL.
PANGG ARRIVAL...
PROCEDURE NOT AUTHORIZED
```

Briefing

Data for KMDW

D NOTAMS

```
!MDW 11/200 MDW AIRSPACE SEE FDC 3/3495 ZFW 91.141 VIP TFR 1311251545-1311260045
!MDW 11/204 MDW RWY 13R/31L CLSD 1311250400-1311251200
```

Briefing

Data for KTEB

D NOTAMS

```
!TEB 11/255 TEB TWY L BTN TWY F AND TWY E CLSD DAILY 1030-1900 1311251030-1311271900
!TEB 11/256 TEB TWY C BTN TWY L AND TWY Q CLSD DAILY 1030-1900 1311251030-1311271900
!TEB 11/257 TEB TWY D CLSD DAILY 1030-1900 1311251030-1311271900
!TEB 11/260 TEB OBST TOWER LGT (ASR 1255781) 405109.80N0740504.10W (1.1NM W TEB) 226FT (82FT
AGL) OUT OF SERVICE 1311242053-1312092053
!TEB 11/258 TEB APRON ALL RAMPS FICON PATCHY ICE OBSERVED AT 1311241630. 1311241641-
1311250001EST
!MDW 07/002 M
!MDW 05/030 M !TEB 11/204 TEB TWY Q ILS HOLDING POSITION SIGN FOR RWY 1/19 NOT
STD 1311201826-1311292200
```

UAR 04/009 TEB AIRSPACE JAIKE TWO ARRIVAL... EXPECT TO CROSS JAIKE WAYPOINT AT 13,000 FEET.

USD 07/209 TEB AIRSPACE TETERBORO SIX DEPARTURE CHANGE RWY 24 DEPARTURE ROUTE DESCRIPTION TO READ: TAKE-OFF RWY 24: CLIMB HEADING 240 TO 1500, THEN RIGHT TURN VIA HEADING 280, CROSS TEB 4.5 DME AT 1500 (NON-DME AIRCRAFT CROSS COL R-011 AT 1500), CLIMB AND MAINTAIN 2000, THENCE...

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NOTAMS

- What is a D-NOTAM and how to decode it:

!TEB 11/030 TEB NAV RWY 19 ILS LLZ OTS WEF1401161139-1401161200

- All have a set format
 - An exclamation point (!)
 - Identifier for the location (TEB)
 - Identifier for affected or nearest location (TEB)
 - What's affected – Key words (**RWY**, TWY, RAMP, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE)
 - Surface Identification (19)
 - Condition (ILS LLZ OTS)
 - Effective times - WEF-with effect from/ to: Year . Month . Day . UTC time (1401161139-1401161200)
- When should NOTAMS be looked at?
 - From initial flight planning until airport arrival

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NOTAMS

- What is a “Pointer” NOTAM and how to decode it:

!MDW AIRSPACE SEE FDC 3/3495 ZFW 91.141 VIP TFR 1401161545-1401160045

- All have a set format
 - An exclamation point (!)
 - Identifier for the location (MDW)
 - Identifier for affected or nearest location (MDW)
 - What’s affected – Key words (RWY, TWY, RAMP, APRON, AD, OBST, NAV, COM, SVC, **AIRSPACE**)
 - Surface Identification – maybe N/A
 - Condition – Refers to a D or FDC NOTAM (SEE 3/3495 ZFW 91.141 VIP TFR)
 - Effective times - WEF-with effect from/to: Year / Month / Day / UTC time (1401161545-1401160045)

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NOTAMS

!FDC 3/9106 MDW SID CHICAGO MIDWAY INTL, CHICAGO, IL.
CICERO SIX DEPARTURE... CHART I-MXT LOCALIZER
FREQUENCY 109.9, CHAN 36. 1311131730-1405131230EST

!FDC 3/2570 (A0488/13) - FI/T STAR TETERBORO, TETERBORO,
NJ. MAZIE TWO ARRIVAL: PUBLISHED HOLDING AT MAZIE NOT
AUTHORIZED. WIE UNTIL UFN. CREATED: 05 MAR 15:17 2013

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NOTAMS

01/26/2009	9/2934	ZFW	TX	VIP	Dallas, TX
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Data Current as of: **Mon, 09 Dec 2013 20:35:00 UTC**

ZFW FORT WORTH

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- !FDC **9/2934** ZFW TX.. FLIGHT RESTRICTION. DALLAS, TEXAS. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO TITLE 14, SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE FOLLOWING AREA(S) UNLESS OTHERWISE AUTHORIZED BY ATC WITHIN A 1 NMR OF 325321N/0964835W OR THE CVE085004.8 UP TO AND INCLUDING 1500 FT AGL EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE.

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NOTAMS

- What is a USD / UAR NOTAM
 - USD: Changes to Standard Instrument Departures (SID)
 - UAR: Changes to Standard Terminal Arrival Area (STAR)

UAR 04/009 TEB AIRSPACE JAIKE TWO ARRIVAL... EXPECT TO CROSS JAIKE WAYPOINT AT 13,000 FEET.

USD 07/209 TEB AIRSPACE TETERBORO SIX DEPARTURE CHANGE RWY 24 DEPARTURE ROUTE DESCRIPTION TO READ: TAKE-OFF RWY 24: CLIMB HEADING 240 TO 1500, THEN RIGHT TURN VIA HEADING 280, CROSS TEB 4.5 DME AT 1500 (NON-DME AIRCRAFT CROSS COL R-011 AT 1500), CLIMB AND MAINTAIN 2000, THENCE...

- Could these affect our flight both in and out of TEB?

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Available Instrument Approaches

- Types of Approaches available if needed due to weather / visibility.
- ILS (Instrument Landing System) / RNAV RNP
 - Minimums needed
 - Is aircraft capable
- RNAV GPS (Area Navigation – Global Position System)
 - Minimums needed
 - Is aircraft capable
- RNAV RNP (Area Navigation – Required Navigational Performance)
 - Minimums needed
 - Is aircraft capable
 - Are crews **authorized** to do the approach

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Available Instrument Approaches

KTEB/TEB TETERBORO **JEPPESEN** **TETERBORO, NJ ILS Rwy 19**
 2 AUG 13 (11-2) TETERBORO Tower

114.2	132.85	127.6	119.5	121.9
LOC ITJL	Final Apch Crs	GS TUGGZ	ILS DA(H)	Apt Elev 8'
110.15	195°	1500' (1494')	306' (300')	TDZE 6'

MISSED APCH: Immediate climbing RIGHT turn to 1500' via 205° heading and outbound on TEB VOR R-278 to TROVA D4.7 TEB/RADAR FIX, then climb to 3000' outbound via TEB VOR R-278 to MORNS INT and hold.

AIT Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Radar required. 2. CAUTION: On Missed Approach, do not exceed 1500' until passing TROVA/D4.7 TEB/RADAR FIX.

114.2	132.85	127.6	119.5	121.9
LOC ITJL	Final Apch Crs	GS TUGGZ	ILS DA(H)	Apt Elev 8'
110.15	195°	1500' (1494')	306' (300')	TDZE 6'

DA(H)	306' (300')	LOC (GS out)	1
Max Ht/Al	MDA(H)	MDA(H)	
A	90	760' (752') -1	
B	120	760' (752') -1 1/4	
C	140	760' (752') -2 1/4	
D	165	820' (812') -2 3/4	

Not Authorized to Rwy 1 at Night. Not authorized Northwest of Runways 6 and 19.

KTEB/TEB TETERBORO **JEPPESEN** **TETERBORO, NJ RNAV (GPS) X Rwy 6**
 11 OCT 13 (12-1) TETERBORO Tower

114.2	132.85	127.6	119.5	121.9
RNAV	Final Apch Crs	Minimum Alt TBERN	LNVA MDA(H)	Apt Elev 8'
069°	1600' (1595')	660' (655')	Rwy 6 5'	

MISSED APCH: Climbing LEFT turn to 2000' direct FEREFP and hold.

AIT Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 43°C (110°F).
 3. Final approach course offset 9.36°.

114.2	132.85	127.6	119.5	121.9
RNAV	Final Apch Crs	Minimum Alt TBERN	LNVA MDA(H)	Apt Elev 8'
069°	1600' (1595')	660' (655')	Rwy 6 5'	

DA(H)	662' (657')	LNVA MDA(H)	660' (655')
RAIL out	ALS out	RAIL out	ALS out
A		RVR 40 or 1/4	RVR 55 or 1
B	1 3/4		
C	2 1/2	1%	1%
D		1%	1%

Not Authorized at Night to Rwy 1. Not authorized Northwest of Runways 6 and 19.

KTEB/TEB TETERBORO **JEPPESEN** **TETERBORO, NJ RNAV (RNP) Z Rwy 6**
 30 AUG 13 (12-20) TETERBORO Tower

114.2	132.85	127.6	119.5	121.9
RNAV	Final Apch Crs	Minimum Alt EVEGE	RNP 0.30 DA(H)	Apt Elev 8'
060°	1500' (1494')	679' (673')		TDZE 6'

MISSED APCH: Climb to 2000' on track 060° to PIXDY and on track 039° to ANGLE and hold.

AIT Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (8°F) or above 54°C (130°F).

114.2	132.85	127.6	119.5	121.9
RNAV	Final Apch Crs	Minimum Alt EVEGE	RNP 0.30 DA(H)	Apt Elev 8'
060°	1500' (1494')	679' (673')		TDZE 6'

DA(H)	679' (673')	LNVA MDA(H)	660' (655')
RAIL out	ALS out	RAIL out	ALS out
A		RVR 40 or 1/4	RVR 55 or 1
B	1 3/4		
C	2 1/2	1%	1%
D		1%	1%

Not Authorized at Night to Rwy 1. Not authorized Northwest of Runways 6 and 19.

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Flight Planning

- Air Traffic Control (ATC) Route Restrictions
 - www.fly.faa.gov/flyfaa/usmap.jsp
 - Reroutes in ATC Advisories
 - ATC Delays
 - OIS page on faa.gov
 - NBAA Air Traffic Services (subscription required)
- Enroute Weather and Turbulence
 - How much more will it add in time / distance?

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Flight Planning

- How to “read” information on FAA advisories

Air Traffic Control System Command Center

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| [Text-Only Version](#)

This page contains a presentation of Traffic Flow Management in the National Airspace System. This material explains terms, techniques, and programs associated with traffic flow management in the National Airspace System (NAS).

 ["TFM in the NAS" -- Info for Flight Ops Personnel](#)

Using the Internet, pilots can now access **Traffic Flow Management in the NAS** in PDF format.

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Flight Planning – Route Restrictions

- ATC Route Restrictions
 - Reroutes in ATC Advisories

ATCSCC Advisory	
ATCSCC ADVZY 019 DCC 12/11/2013 OPERATIONS PLAN	
RAW TEXT: ATCSCC ADVZY 019 DCC 12/11/13 OPERATIONS PLAN VALID 1700Z AND LATER	
TERMINAL CONSTRAINTS: EWR-WIND ORD/MDW/DTW-LIGHT SNOW ELL-RWY CONSTR	
EN ROUTE CONSTRAINTS: ZJX/ZMA-COM2X MILITARY EXERCISE THROUGH 12/18	
1. ROUTES 1430-0500 -NO AR6/15 1700-0430 -EWR/JFK WINDS	
NEXT PLANNING TELCON: 1815Z 111620-111859 13/12/11 16:18 DCCOPS./nfs/lxstn35	

Air Traffic Control System Command Center				
ATCSCC Home Products What's New Site Map ATCSCC FAQ Text-Only Version				
ATCSCC ADVISORIES FOR Wednesday, 12-11-2013				
NUMBER	CONTROL ELEMENT	DATE	BRIEF TITLE	SEND TIME
020	DCC	12/11/13	OPERATIONS PLAN	12/11/13 18:18
019	DCC	12/11/13	OPERATIONS PLAN	12/11/13 16:18
018	MSP/ZMP	12/11/13	MSP RUNWAY 30L/12R REOPENED	12/11/13 16:00
017	DCC	12/11/13	NATOTS_RQD	12/11/13 15:12
016	DCC	12/11/13	OPERATIONS PLAN	12/11/13 14:18
015	NOCC	12/11/13	SCHEDULED FACILITY OUTAGES.	12/11/13 13:13
014	DCC	12/11/13	TCA/HOTLINE ISSUE REQUEST PAGE ACTIVATION	12/11/13 12:43
013	DCC	12/11/13	OPERATIONS PLAN	12/11/13 12:25
012	DCC	12/11/13	FCA RQD	12/11/13 12:22
011	DCC	12/11/13	FCA RQD /FL	12/11/13 11:43
010	MSP/ZMP	12/11/13	BFL RUNWAY CLOSURE	12/11/13 11:41
009	DCC	12/11/13	FCA RQD	12/11/13 11:12
008	DCC	12/11/13	FCA RQD	12/11/13 11:10
007	DCC	12/11/13	OPERATIONS PLAN	12/11/13 10:12
006	DCC	12/11/13	VOLCANIC ACTIVITY BULLETIN	12/11/13 02:09
005	DCC	12/10/13	TCA/HOTLINE WEB PAGE TERMINATION	12/11/13 02:08
004	BOS/ZBW	12/11/13	CDM GROUND DELAY PROGRAM CNX	12/11/13 02:00
003	NOCC	12/11/13	SCHEDULED FACILITY OUTAGES.	12/11/13 01:56
002	DCC	12/11/13	VOLCANIC ACTIVITY BULLETIN	12/11/13 00:21
001	DCC	12/11/13	OPERATIONS PLAN	12/11/13 00:20

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Flight Planning – ATC Delays

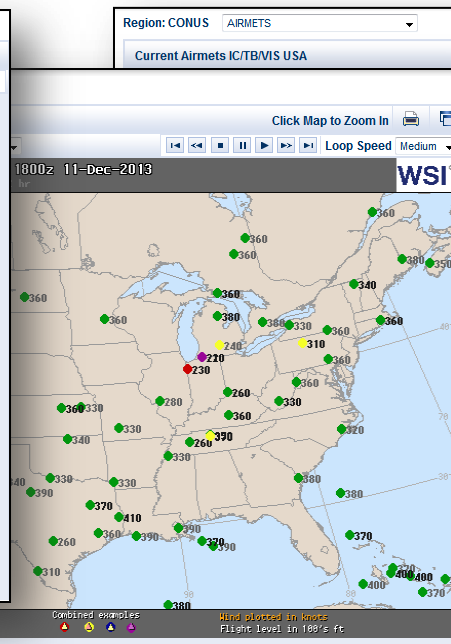
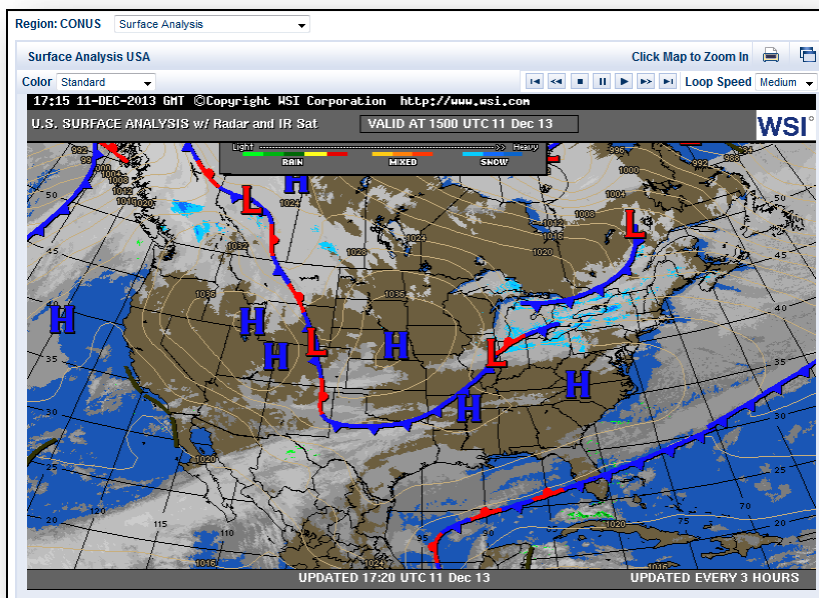
- ATC Delays
 - Operational Information System (OIS) page on faa.gov

NATIONAL AIRSPACE SYSTEM STATUS										
(Note: This page will refresh every 5 minutes. Last updated Mon, 09 Dec 2013 21:29:11 UTC. Provided by the FAA's Air Traffic Control System Command Center.)										
NATIONAL PROGRAMS										
CONTROL ELEMENT	START	END	SCOPE	REASON	AVG	AAR	PR	ADVZY	DA	
BOS	2100	0259	1000NM+CZY	WX / LOW CEILINGS	30	32	34	061	DA	
CLT	2000	0059	1000 MILES + CZY	WX / LOW CEILINGS	19	55	55	057	DA	
EWR	2100	0559	ALL+CZY	WEATHER / LOW CEILINGS	141	34	34	064	DA	
JFK	1900	0259	1425 MILES + CZY	WX / LOW CEILINGS	59	42	42	052	DA	
LGA	1405	0459	1425 MILES + CZY	WX / LOW CEILINGS	121	30	30	036	DA	
PHL	2000	0359	1200 MILES + CZY	WX / LOW CEILINGS	112	32	32	058	DA	
GROUND STOPS										
ARPT	UPDATE	POE	SCOPE	REASON	ADVZY					
TEB	2215	MED	ZDC ZBW ZOB ZJX ZMA ZNY CZY	VOLUME / COMPACTED DEMAND	065					
DELAY INFO					AIRPORT CLOSURES					
ARPT	AD	DD	TIME	REASON	ARPT	TIME	REASON	REOPEN		
EWR	+15		1915	ZDC/VOL:Compacted Demand						
TEB	+15		2125	ZDC/VOL:Volume						
DEICING					Runway/Equipment Info					
ARPT	DATE/TIME				This is not a complete list of Runway/Equipment Status. Please consult the current NOTAMs for complete information.					
BDL	9/1030				Facility			Description		
BUF	9/1124									
DCA	9/1217									
HPN	9/1507									
IAD	9/1217									
MHT	9/1050									
SLC	9/1300									
MISCELLANEOUS										
NEXT PLANNING TELCON: 2215										
FLL TELCON DAILY: AT 0145Z- 540-359-3200 PIN 2257#										

Advanced Scheduling – Part 91

Flight Planning – Enroute Weather / Turbulence

- Enroute Weather and Turbulence
 - How much more will it add in time / distance
 - Any MEL / CDL enroute restrictions



Advanced Scheduling – Part 91

Contingency Options – Mechanical issues

- Maintenance Facilities
 - Can they work on your equipment in case of mechanical failure?
- Other Flight Services available
 - Charter
 - Commercial



Advanced Scheduling – Part 91

Crew Scheduling

- Crew Qualifications / Duty Time / Rest Regulations
 - Available Crew
 - Qualified on aircraft needed for the trip
 - Legal Crew to fly
 - No FAR 91 duty time/rest regulations
 - Company Standards
 - Crew Pairing Limitations
 - FAA required Medical Certificates

Advanced Scheduling – Part 91

Crew Scheduling – Crew Compliment

- How many crew required for your company
 - Standard (PIC & SIC, PIC/SIC/Flt Attendants)
 - Augmented (PIC/SIC/Relief Officers/Flt Attendants)
 - Longer flight duration / short layover time
 - Circadian Rhythm
 - Sleep cycles – how it affects “fatigue”
- Do you have crew pairing limitations
 - Experience
 - Time in type
 - Age pairing limitations
- Crew Medical Certificate requirements

Advanced Scheduling – Part 91

International Operations

- Airport Facilities
 - Customs and Immigration
- Crew Scheduling
 - ICAO differences
 - Pilot Certificates
 - Pilot Crew Pairing limitations
 - Language Qualified Crew
 - Non English speaking passengers
- Permits and Required Paperwork

Advanced Scheduling – Part 91

Customs and Immigration Facilities

- Customs / Immigration availability
 - At the FBO or at the Public Terminal facility
 - Times available
 - Additional Costs and Fees



Advanced Scheduling – Part 91

Permits / Required Paperwork - International

- International Flights
 - eAPIS
 - Overflight permits
 - Are they needed and/or do you have them?
 - Airport Fees
 - Landing
 - Ramp
 - International ***Country Specific*** paperwork
 - Customs / Immigration aircraft paperwork
 - General Declaration
 - Cargo Manifests
 - Crew / Passenger required paperwork
 - Passports
 - Visas

Advanced Scheduling – Part 91

Charter Operations

- Charter Company Selection
- Does your Charter Company meet the industry standard
- Charter Broker



Advanced Scheduling – Part 91

Helicopter Operators

- How many Companies available on the field
- Are they “company approved” vendors?
- What type of equipment do they use.
 - Number of passengers
 - Costs for Charter
 - Charter fees
 - Landing fees
 - Miscellaneous fees



Advanced Scheduling – Part 91





**DEDICATED TO HELPING BUSINESS
ACHIEVE ITS HIGHEST GOALS.**