



Traffic Flow Management Presents...

The CDM News

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CDM History

Collaborative Decision Making (CDM) is a joint government/industry initiative aimed at improving air traffic management through increased information exchange among the various parties in the aviation community and improved automated decision support tools. The program was one of five core technologies in the FAA's Free Flight program and includes participants from the FAA, air carrier industry, general aviation, private industry, and academia. In 1993, FADE experi-

ments (FAA/Airline Data Exchange) proved that having airlines send updated schedule information to the FAA would positively impact air traffic management decision making. CDM has evolved from this same principle, believing that shared information on all sides will create a NAS beneficial to everyone. CDM brings together airlines, government, general aviation private industry and academia in an effort to improve air traffic management through information exchange and, data sharing. This

philosophy of collaboration promises to become the standard in aviation. Officially formed in 1995, the CDM Program is a joint/government industry initiative which has worked to develop new technology and procedures to ensure a safe and efficient NAS system beneficial for everyone: the aviation community and the flying public. The CDM Program focuses on several air traffic management initiatives and is not a single goal, but a philosophy of business.

Communications

Awareness

This newsletter is an effort to increase CDM awareness, and to improve communications within the TFM community that includes FAA and Industry. Visit the site below to obtain additional information on CDM activities or specific information on Sub-teams that have been established. <http://cdm.metronaviation.com>

Letters to the Editor

This Column will be included in future issues as a forum for comments regarding published materials, issues of concern, or other topics of interest to the readership.

Contact Us

Any reader feedback on this newsletter, Letters to the Editor, suggestions to improve the CDM process or the TFM system should be directed to:

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RECENT CDM ACCOMPLISHMENTS

- *Enhancements for the Common Constraint Situation Display*
- *Design and development of the Reroute Monitor*
- *Flow Evaluation/Constrained Area (FEA./FCA) Procedures and Concept of Operations*
- *Defined ETMS changes for Early Intent*
- *Concept of Operations for Electronic Exception*
- *Concept of Operations for Military Constrained Areas*
- *Airspace-based Flight Schedule Monitor design*

FUTURE ENHANCEMENTS

- *Flight Schedule Monitor 8.02*
- *Airspace Flow Program*
- *Adaptive Compression*
- *Enhanced Pop-up Handling*

CDM Leadership

Jim Ries, FAA CDM Lead

Jim Ries is the Traffic Management Officer (TMO) at Cleveland ARTCC and is detailed as the CDM lead. Jim has been actively involved in CDM since the beginning, and, through his leadership, his facility has been instrumental in

enhancing the FEA/FCA capabilities that are now widely used. Jim can be reached at: james.ries@faa.gov

Lorne Cass, Industry POC

Lorne Cass is the Head of Dispatch and Liaison to the FAA

for Northwest Airlines. Lorne has been actively involved in CDM and related groups that work to develop programs to increase the efficiency of the NAS. Lorne can be reached at: lorne.cass@nwa.com

CDM Reorganized

The Collaborative Decision Making (CDM) organization has recently been reorganized to better identify needs of the Industry and the FAA and to increase the focus of activities to develop and implement solutions. CDM is sponsored by the Air Transport Association (ATA) to provide Industry CDM input to the FAA. The leadership team for CDM is the Collaborative Stakeholders Group (CSG). The participants of the CSG are ATA, National Business Aviation Association (NBAA), Regional Airline Association (RAA), and the FAA. The purpose of the CSG is to provide recommendations to the FAA on CDM priorities and activities, oversee the general direction and mission of CDM and to provide prioritization and tasking on possible technology, communication tools etc., towards attaining system efficiencies for the NAS.

The FAA Lead for the CSG is appointed by the Director of Systems Operations Programs and the Point of Contact (POC) for Industry is appointed by ATA.

The CSG will work with the National Air Traffic Control Association (NATCA) to establish a "pool" of traffic management Bargaining Unit Employees (BUEs) that the CSG will use as Subject-Matter Experts (SMEs). The CSG will utilize SMEs in the decision making process at each Team/Sub-team level when needed. NATCA will facilitate the matching of talent, knowledge, skills and abilities to each particular product, program, Team or Sub-team.

Sub-teams have been established by the CSG and receive specific tasking from the CSG. Sub-

teams will provide input/recommendations on requirements, design, development and implementation based on the conclusion of their objectives. The FAA, based on team objectives and the skill set requested by the CSG, will determine FAA members of sub-teams along with an FAA Lead. Industry members of the sub-team will be determined accordingly by CSG Industry members as well as establishing an Industry POC for each sub-team. All team input/recommendations will be advisory in nature only. Summaries of some of the current sub-teams and their tasks are included below. More detailed information on these sub-teams and other CDM information can be accessed at:

<http://cdm.metronaviation.com/workgroups>

Next CDM Meeting:

September 14-15, 2005 Fair Lakes, VA



CDM Sub-teams Defined

Flow Evaluation Sub-team

Mark Libby, FAA Lead

James Buckner, Industry POC

The Flow Evaluation Sub-team is tasked with working any issues having to do with routes or flows. The initial specific task is to develop the Airspace Flow Program (AFP). The key component of this program is the use of airspace capacity to determine flow rather than the use of airport capacities. This sub-team is fully formed and meets regularly with meetings scheduled through December 2005. This sub-team has five focused, internal task groups to develop specific options to support the overall task.

Ground Delay Program (GDPE) Enhancements Sub-team

Pat Sommersall, FAA Lead

Rick Dalton, Industry POC

The GDPE Sub-team will identify, develop and implement features to make airport throughput more efficient. Any potential enhancements having to do with Flight Schedule Monitor (FSM), Adaptive Compression, EDCT Change Request (ECR), etc. will likely be assigned to this sub-team. The initial task for this sub-team is the development and implementation of a Report Card to evaluate FAA TFM performance.

Special Traffic

Management Program (e-STMP) Sub-team

Randy Carlson, FAA Lead

Jeff Evans, Industry POC

The Special Traffic Management Program (e-STMP) Sub-team will work to improve the web capabilities for attaining arrival reservations for special events such as Ski Country, sporting events, conventions, etc. The first meeting of the e-STMP sub-team is tentatively scheduled for July 12, 2005 at the ATCSCC.

Future Concepts of Flow Management Sub-team

Ved Sud, FAA Lead

Bill Leber, Industry POC

The Future Concepts Sub-team will explore future concepts and integration opportunities through analysis, simulation, and the use of prototyping. Two future integrated concepts are the initial focus of this sub-team: Integrated Collaborative Rerouting (ICR) and Congestion Management via User Submitted Multiple Routing Options and Interactive Dynamic Flight Lists (Concept # 7). The FAA members will be participating in a demonstration/training session in July on the Route Option Generator (ROG).

ICR is a concept for handling reroutes in a more collaborative and flexible fashion. The ICR

concept is being explored through storyboard reviews and human-in-the-loop (HITL) testing for further validation and concept/process considerations. The next HITL for ICR is scheduled for July 20-21, 2005.

Domestic Reduced Vertical Separation Minima (DRVSM) Sub-team

Amanda Stott, FAA Lead

Rob Deering, Industry POC

DRVSM was successfully implemented in the NAS on January 20, 2005. The Sub-team completed its initial work with the delivery of *TFM Plan for DRVSM*. They are now tasked with conducting analysis of the benefits of DRVSM. Meetings are scheduled in Denver on July 19 - 21; and the final meeting in Fair Lakes, VA on Sept. 13.

Midwest Capacity Focus Sub-team

Rico Short, FAA Lead

Bill Murphy, Industry POC

The Midwest Capacity Focus Sub-team is tasked with the development and implementation of processes that will decrease or eliminate ESP used for departures from major Midwest airports destined for major Northeast airports. The primary focus will be to supplement the current Chokepoint process by increasing the use of approved, standardized offloads through Boston ARTCC.

