

CDM NEWSLETTER
WINTER 2015

CDM Sub-Team Updates
Flow Evaluation Team (FET)

In August the team was assigned the task of working with Fort Worth ARTCC on the implementation of their new arrival procedures for the DFW Metroplex Optimization of Airspace & Procedures in the Metroplex (OAPM) project. The FET was specifically tasked with determining if the Collaborative Trajectory Options Program (CTOP) could be of value for this effort. FET met with the stakeholders at ZFW for two days of meetings to discuss the challenges and opportunities that were to be expected with such a large undertaking. All of the arrival procedures for the Metroplex were being changed on the chart cycle date, and all the previous procedures were being deleted. The meeting was very useful and resulted in agreement to use CTOP as the basis for managing arrival capacity and fix balancing for this implementation. CTOP proved to be a successful tool for providing a more manageable traffic flow from the En Route environment into Terminal airspace. Customers were provided a more collaborative and flexibility capability by choosing delay and trajectory strategies that reduced delay and provided better predictability.

NEW TASKINGS :

Situational Awareness of Route Availability (SARA) – SARA is a graphical interface on a web based platform that provides the user an enhanced view of route availability during constraints. The availability of the route, along with the facility that is impacted would be provided. A customer “chat” capability would allow for local issues such as reroutes to be addressed as well. The group has a sub-team working on initial concepts.

Altitude Capped AFPs – FET wrote a recommendation to the CSG on providing a lower altitude at the top of an AFP to reduce delay in the super-high sector airspace environment. By excluding these flights from an AFP, reduced delay for all controlled flights would result.



FCT Team at JBU AOC in Orlando, FL

Through collaboration and discussion, there is enough confidence in flight plan filing to expect aircraft will be able to achieve their filed altitudes. This idea was adopted and has been successfully used twice.

CTOP Naming – Currently CTOP programs use a very simple naming convention (CTP001, CTP002, etc.). Concerns from all stakeholders have been expressed that since CTOP is capable of managing a variety of constraint issues, it may be very difficult to discern what constraint “CTP001” is trying to resolve. The FET is tasked with finding naming solutions that will provide more clarity when CTOP programs are being used.

Strategic Planning – FET is working on providing an information sharing platform to use for planning. The platform would be web-based, provide the capability to share graphical information and allow for information-sharing between planning telcons. The objective is to find a useable 24-hour platform to support the concept of “continuous planning”.

Use of Portable Electronic Devices - The CDM FET is proposing a concept for improving ATFM communication. The current process of phone calls, telcons and hotlines can be time consuming. The utilization of currently available portable electronic technology will facilitate collaboration, save time, and reduce verbal coordination, thereby streamlining communication and reducing delays throughout the system. The FAA has strict regulations on the use of personal electronic devices in air traffic control facilities. The group is discussing the issues and possible conceptual use.

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Future Concepts Team (FCT)

The FCT tasking to provide input on NextGen conceptual development was terminated in early Fall and the last few months have been spent developing new tasking for the team. Starting in 2015, the FCT will be meeting with the ATCSCC Space Operations Office and working to provide the CSG with potential impacts to the NAS from the developing Commercial Space and Unmanned Aircraft System (UAS) industry. The FCT hopes to also have additional tasking to continue work on some of the NextGen concepts that we have worked on in the past. The team has added Chris Kesler, STMC from PHX/P50 as our Terminal SME and Mack Horton, TMC from ZTL as our NATCA SME filling our vacancies from the agency side. Both will provide the team with valuable input as we move forward with our new tasking.

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Weather Evaluation Team (WET)

The WET has been hard at work evolving and improving upon the CCFP concept. The team's most recent meeting was hosted by Southwest Airlines in Dallas, Texas in early December. In this meeting, the team worked out many of the final details leading up to implementation of the Collaborative Aviation Weather Statement (CAWS), scheduled for March of 2015.

The first ever year-round CCFP was issued on November 1, making use of the most current weather modeling technology – specifically the High-Resolution Rapid Refresh (HRRR), the Short-Range Ensemble Forecast (SREF) model as well as the High Resolution ARW model produced by NOAA. CCFP will continue to be issued every two hours on a 24/7 basis through the winter and beyond, to provide a scheduled convective product corresponding with and supporting the 2-hourly Strategic Planning Telcons (SPTs).

On March 1, we are poised to begin issuing the CAWS for convective weather with air traffic impact in the Continental U.S. The CAWS improves on CCFP in a number of ways. It is issued on an event-driven basis rather than a rigid schedule, so the product will support more timely traffic management decisions. It is focused on areas of air traffic impact, so the meteorologists can go into greater detail about a specific convective event in order to support more effective decisions and focus their efforts where and when the weather is most critical to the NAS. Finally, it will enable decision makers to resolve conflicts between the many available convective products using guidance from expert meteorologists.



WET at SWA AOC in Dallas, TX

In keeping with the spirit of CDM, the CAWS will be the product of collaboration between government and industry meteorologists just as the CCFP has been for many years.

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| NATCA | Matt Tucker | |

CDM Automation Team (CAT)



CAT at FEDEX in Memphis, TN

The CDM Automation Team (CAT) continues to review current processes in the assignment and management of delay in program slots. The team recently provided two recommendations to the CDM Steering Group (CSG).

The first recommendation will improve the calculation of the Estimated Time of Departure (ETD) within the Traffic Flow Management System (TFMS) by using the Proposed

Gate Time of Departure (PGTD) when airline submitted gate or runway times (LGTD/LTRD) are in the past, yet the PGTD is in the future.

The team has also recommended enhancements to the EDCT Change Request (ECR) tool that will provide ATCSCC specialists with improved slot management capabilities. These enhancements will give the ATCSCC the ability to remove delay for flights arriving prior to the start time of Ground Delay Programs (GDPs) and Airspace Flow Programs (AFPs) and provide a mechanism for the management of "open" slots in a Unified Delay Program (UDP).

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Beginning in January 2015, the CAT and the Surface CDM Team (SCT) will begin a joint task to examine the existing Data Quality report card metrics in conjunction with the proposed surface metrics. The teams will determine the data fields and methods for use in the measurement of data quality and system performance. The teams will also evaluate differing processes for data provided by scheduled air carriers, cargo flights and charter operators.

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Surface System Team (SCT)

The Surface Team for some time now, has been a team without an official CSG tasking. However, the team has been able to stay engaged through the ATO Surface Office's stakeholder outreach meetings and other industry activities such as the RTCA NIWG.

SCT is happy to announce a joint SCT/CAT team tasking, which addresses data quality for the new surface data elements. This work will be important as the data elements we identified are integrated into CDM-NET and as we further explore implementation of surface departure metering with the SCT CONOPS as a baseline. The initial joint SCT/CAT meeting will be on January 15, 2015 at the ATCSCC with a follow-up schedule to be announced shortly. As we move forward in 2015, we will work to harmonize activities with clear tasking's and defined deliverables to protect the "CDM brand" and to focus our team.

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Training Team (CTT)

Watch for CDM Industry Training to send out training update information on the newly updated TSD-C for Industry. The training material should be ready by mid-January. Also, the industry can expect training updates on Operational Bridging and the Pre-Departure Re-route Tool that is expected to be deployed in March.

The new CDM website is updating the "Training" drop down menu to give you opportunities to access an updated CDM "Acronyms" list, "TFM Learning Center", "CDM Spring Training" and "New CDM Training Updates". This is where you will find the new TSD-C training when it comes out in January.

A few of the latest training updates to be added to the CDM website by the training team are:

CAWS Briefing



LAX Runway Construction Project

Wake Turbulence RECAT Briefing

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Have ideas or concepts you would like to see included in the CDM Quarterly Newsletter? Please contact the editor Laura Robinson-Flores at the Air Traffic Control System Command Center.

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Info available 24/7/365 at
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Letters from the Leadership

CDM 2015 – Moving Forward with High Expectations

(From Frank McIntosh)

Happy New Year and welcome to the 2015 Winter CDM Newsletter. We look forward to another great year in CDM.

2014 was a landmark year in regards to new opportunities and experiences. As the Manager of CDM, I had the pleasure of developing new relationships built on respect and trust. I look forward to the future with CDM surging into 2015.

I am very pleased that the Mr. Jim Hamilton will continue his role as the Industry CDM Lead in 2015. Jim is very excited and is appreciative of the hard work demonstrated by all of the team members. Jim has been a remarkable asset and his participation has been instrumental in the success of CDM.

While we saw numerous challenges throughout the year in regards to the budget and staffing concerns, the work within the CDM community endured and continues to improve the overall efficiency of the NAS. That is due to the remarkable people doing remarkable work on the CDM Sub-team.

In 2014, the CDM community introduced a number of new highly technical members to the CDM Sub-teams. We would like to welcome, Mr. Keith Alexander, Mr. Gino Siller, Mr. Jim McClay, Mr. Todd Bowlin, Mr. Chris Kesler, Mr. Mack Horton, Mr. Dorsey DeMaster, Mrs. Linda Labelle, Mr. Steven Scheuble, Mr. Jeff McLaren and Mr. Jeff Cunningham to the various CDM Sub-teams. We expect big things from the new members as they bring a lot of energy and leadership to the teams.

I wish to express my sincere appreciation for all the hard work and dedication put forth by all of the CDM community. Unfortunately, my time has come to an end as the Manager for CDM, as I have the great fortune to be moving to Albuquerque Center as the new Air Traffic Manager. This decision was not an easy one but after much thought, I am confident this is the right choice for me as this will expose me to exciting new challenges and opportunities.

I've had a fantastic time, made a lot of new friends, and learned so much throughout my stay at the FAA's Command Center. Best of luck to everyone for 2015 and for the years that follow. The CDM world is a small one - I'm sure I'll be seeing everyone around in the near future.

(From Jim Hamilton)

Jim Hamilton would like to thank all the CDM Subteam members for all their hard work and dedication for the 2014 year. It was a very busy and interesting year for CDM. All CDM Subgroups put much effort and time into completing assigned taskings and making excellent recommendations on future taskings and NAS enhancements.

Your time, energy, dedication, knowledge and experience is appreciated by all. It has been a GREAT year and you are the reason for all the momentum and renewed interest in CDM. Thank you all so very much for making 2014 a successful year. I am very excited for CDM in the 2015 new year. The CDM Community and the NAS thank you all for your work, dedication and time. The NAS is a better place for all because of your efforts. CDM is on the move again and 2015 will be a GREAT year. I would also like to thank Frank McIntosh for all his hard work, dedication, and continued motivation to keep CDM at the forefront for 2015. To all of you and your families I wish you a very happy, healthy, prosperous, and fun New Year.

CDM LEADERSHIP INFORMATION

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Johnnie Garza and Mark Hopkins
signing the Current CDM Leadership Guide



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[3 Month Outlook](#)

FEBRUARY 2015

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