



# CSG Sub-Team Tasking Paper

**Date: June 3, 2009**

**For: Surface CDM Sub-Team (SCT)**

## 1.0 Purpose

The purpose of this Collaborative Decision Making (CDM) Stakeholders Group (CSG) tasking paper is to identify and define activities and milestones that the Surface CDM Sub-Team (SCT) will perform and achieve. The efforts of the SCT will ensure the continued improvement and operation of an efficient National Airspace System (NAS) in the ongoing effort to balance air traffic demand with system capacity.

## 2.0 Background

Traffic Managers rely on accurate and up-to-date information in order to maintain a safe, orderly, and expeditious flow of air traffic. This real-time information is used to make decisions that will affect the flow of air traffic in the future. Currently, there is little information related to the real-time position or intent of aircraft on the airport surface.

There are numerous airports, Air Traffic Control Towers (ATCTs), Terminal Radar Approach Controls (TRACON), and Air Route Traffic Control Centers (ARTCC) that utilize surface surveillance tools to monitor the traffic situation on the surface of an airport. These surface surveillance systems have the ability to provide surface situational data to other systems in the NAS, such as the Traffic Flow Management System (TFMS). It has long been the desire of Traffic Managers to have surface data incorporated into the TFMS to enhance the planning and predictive capabilities of Traffic Management tools.

The SCT was originally created to leverage the findings of the previous Surface Management Working Group (SMWG) and EUROCONTROL and Eurocae WG69 'Airport CDM' policies to develop requirements in support of a prototype initial 'Surface CDM' solution at a selected airport. The tasking provided as the SCT success criteria follows.

“Develop a written description of base requirements and processes which would support a prototype Surface CDM System (SCS) to be deployed in CY2009. The system will provide pertinent surface CDM data to the TFMS at a single airport.”

The SCT completed this task on schedule by submitting the Surface Collaborative Decision Making System Functional Requirements Document (FDR) and a final recommendation to implement the system at both Detroit (DTW) and Newark (EWR) to the CSG on April 30, 2009.

## 3.0 Surface CDM System Sub-Team (SCT)

The SCT Sub-Team will be sanctioned in accordance with the CDM Structure document dated May 20, 2005. Inputs and recommendations from this sub-team will be forwarded to the CSG. To the extent possible, the sub-team membership should remain the same throughout the range of required activities in order to provide continuity and consistency. The SCT should be adaptable enough to accommodate changes or modifications that may occur as they progress towards completing the assigned task.

The sub-team should consist of at least (2) FAA members designated by the CDM FAA Lead and two (2) Industry members designated by the CDM Industry POC. Ideally, members should



# CSG Sub-Team Tasking Paper

have experience with automated surface management tools. It is recommended that all members have a strong operational and technical background. Any changes to the composition of the workgroup must be approved by the CSG. The CSG will provide subject matter experts for activities that require additional or unique expertise or specialized skills.

The CSG Industry POC will designate an Industry POC for the Workgroup. The SCT FAA Lead and the Industry POC will define work objectives for the Sub-Team, responsibilities of individual Sub-Team members, ground rules for Sub-Team meetings, and schedule all Sub-Team activities. The SCT shall use a consensus-based decision making process.

## 4.0 Scope and Duration

The scope is to be limited to supporting the development of a 'Surface CDM' solution as well as support of continued standardization of procedures and terminology between Surface CDM and European (EUROCONTROL) Airport CDM. The following tasks are deliverables for the SCT:

- Develop a Concept of Operations (CONOPS) document to identify areas within the current and future system that will benefit from the functionality added by incorporating surface data into TFMS to enhance the planning and predictive capabilities of Traffic Management tools.
- Act as the primary representatives for CDM in the continued standardization of procedures and terminology between CDM and European Airport CDM. This role will include maintaining an open dialogue with the EUROCONTROL Airport CDM Team, providing updates to the semi-annual CDM General Session, Airport CDM Meetings, and any other meetings as required, and any other responsibilities provided in the Action Plan 26 Surface Collaborative Decision Making Task Proposal dated 12/22/2008 that are not listed here.
- The SCT will target November 1, 2009 as the completion date for a joint FAA and Airport CDM process. However, this may not be the final process. The SCT will have a plan in place to work towards a final Surface CDM process by November 1, 2009.
- The SCT will continue in perpetuity until all assigned tasks are completed or the group is disbanded by the CSG. The CSG reserves the right to modify SCT tasking at any time.

## 5.0 Proposed Meetings

It is anticipated that the SCT Sub-Team will meet as required by workgroup activities. Full participation by identified team members is desired for all scheduled events and meetings, while a subset of participants may be requested by the SCT Leads to participate in quick turnaround and specialized activities. Teleconferences may be used to minimize travel and unnecessary resource expenditure.

---

**Mark Libby, FAA CDM Lead**

---

**Lorne Cass, CDM Industry POC**

---

**Date**

---

**Date**