



# CSG Sub-Team Tasking Paper

**Date: August 28, 2008**

**For: Surface CDM System Sub-Team**

## **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 System 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. In reality, this real-time information is used to make decisions that will affect the flow of air traffic in the future. This includes information related to the position of aircraft on the ground.

There are numerous airports and air traffic control towers (ATCTs) 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 system 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.

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

A CDM 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 constant 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 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 CDM 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.



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## 4.0 Scope and Duration

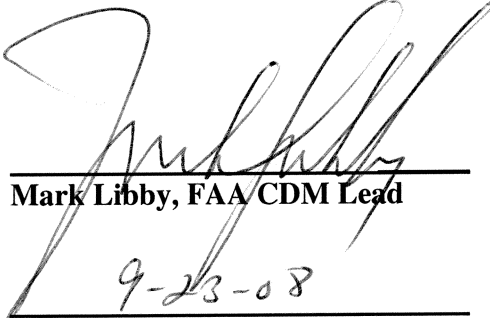
The SCT will leverage the findings of the previous Surface Management Working Group (SMWG) and the EuroControl and Eurocae WG69 'Airport CDM' policies. The scope is to be limited to requirements which support a prototype initial 'Surface CDM' solution at a selected airport. The following tasks are considered the success criteria for the SCT:

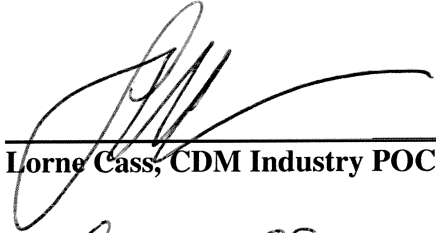
- Develop a written description of base requirements and processes which would support a prototype Surface CDM System (SCS) to be deployed in CY2009. The system will provide pertinent surface CDM data to the TFMS at a single airport.

The SCT is expected to complete this task no later than April 30, 2009.

## 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 Lead to participate in quick turnaround and specialized activities. Teleconferences may be used to minimize travel and unnecessary resource expenditure.

  
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Mark Libby, FAA CDM Lead  
9-23-08  
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Date

  
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Lorne Cass, CDM Industry POC  
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Date