



CDM

Collaborative
Decision Making

The CDM Training Team

Your new co-leads:

Tony Price (Training Manager ATCSCC)

&

Darin Tietjen (SWA ATC Specialist)



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CDM Training Team

Changing of the Guard



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Previous CDM Training Team



Thank you for your contributions
to the CDM community!



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New CDM Training Team



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**DARIN
& TONY**



TIETJEN & PRICE





TRAINING WORLD

Party on Tony!

Party on Darin!



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CDM 2020 Spring Training

- Objective
 - Disseminate the new procedures and technologies that have taken place since last year.
 - Please use these materials to distribute to the appropriate work groups at industry operations or air traffic facilities



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CDM Presentations

- To access the presentations, click the respective sub-team and it will direct you



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2020 Spring Training Folder

- We have updated the list of Acronyms for the CDM community and is free to you

Please share with all your loved ones



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FAA Performance Initiatives

- ATO and Industry working to set goals to increase efficiency in the NAS
 - Miles in trail stringency
 - Program Compliance
 - Departure gate capacity
 - Arrival fix balancing
 - Airspace Flow Programs
 - Communication



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FAA — PERFORMANCE INITIATIVES

The National Airspace System is the safest, most efficient airspace system in the world. While safety is our primary concern, it is efficiency that propels our optimization of available capacity. ATO leadership is working with leading air carriers to set clear goals for the operation in the coming years. By establishing a baseline, managing constraints, and measuring how the NAS operates, we will be able to identify what we can do to improve overall system performance. Our collective success depends on your commitment to moving the system forward.



Miles-in-Trail Stringency

Stringency analysis helps to identify how effectively Miles-in-Trail are being used to manage the flow of air traffic. The goal of Stringency tracking is to encourage a more tailored approach to the application of Miles-in-Trail and the elimination of unnecessary constraints. For 2020, we will compare calendar month against the same 3-year baseline month with a target of 3% reduction.



Program Compliance

Program Compliance is a new metric that we will be examining. Initially, the internal measurement will be compliance with departure release times (EDCT). ATO is responsible for setting a proper baseline and developing a "scorecard" to help track Program Compliance throughout the system. Leading air carriers have committed to better educating their personnel on the importance of participation and cooperation with operational initiatives. Increased compliance is expected to expose other factors which lead to over and under-delivery at the receiving facility.



Departure Gate Capacity

Increased use of available Departure Gate Capacity will depend on communication, common situational awareness, transparency, and participation. We will be using analytics to track utilization of playbooks, escape routes, holding and turning, etc., during convective weather, or other operationally impactful events. In some instances where we have historically published 'recommended' routings, we will implement the use of 'required' routes along with an expected % of utilization by industry. In addition, with industry's commitment to increase participation, we will continue to develop 'pathfinder' processes.



Arrival Fix Balancing

We will use arrival fix balancing to maximize surface capacity. Congestion of arrival fixes is not a challenge at all facilities. However, in those locations where we can identify an opportunity to maximize airport throughput we will work together with industry to develop new solutions to relieve over-scheduled routes.



Airspace Flow Program (AFPs)

For 2020, we will refine and adapt Flow Constrained Area (FCA) design using new tools to make timely, data-driven decisions. Where possible we will provide industry with options of FCA based reroutes as an alternative to AFPs. Improvements to the AFP process started in 2019 through re-evaluation and adjustments to reference rates of historical FCA applications in limited locations. The 2020 initiatives expand on that.



Communication

Explaining the "why" and engaging directly with ATO and industry workforces will be critical for overall success. It will require multiple touch points on an on-going basis to ensure awareness and adoption. ATO is committed to providing a steady stream of content to keep internal and external audiences up to speed on performance and developments.

It is our goal to reduce delay minutes NAS-wide by 3% in the coming year.

By the end of January baselines and benchmarks will be in place for Stringency and Program Compliance. Performance data on these will be provided on a regular basis.

Departure Gate Capacity, Arrival Fix Balance, and Airspace Flow Programs will require additional analysis. ATO is targeting April 1 to roll out a more formalized approach for each.

Because these efforts are not solely about ATO performance, the air carriers have also committed to providing data on how constraints in the operation impact the flying public.

Our joint commitment to NAS-wide reduction of delay minutes is about keeping our promise to the American people to optimize capacity without compromising safety.



FAA
Air Traffic Organization

NAS Operations Dashboard (NOD)

- Introduction to the NOD and Pathfinder

NAS Operations Dashboard #NAS04010708 #PROTD17776 Current Time: 2020-Apr-22 15:18:44 Threshold Set: NOO_CALIBRATED

Table View | Map View | Split View | Departure Resource Status | Alert Thresholds | Live/Playback Mode | Contact | How to Use | SIA | Data Status

EAST-NORTH | CENTRAL-NORTH | Candidate Entry/Removal | Pathfinder/Alternate Route Candidates | Viewer/Tracker

Counts: double click on a count to list those flights Flight data update time: 2020 Apr 22 at 15:19

Fix Balancing From	To Fix	Last 2 Hours (Counts)
NEION	GAYEL	1
GAYEL	GREKI	1

Pathfinder	Active (Flight Count)	Last 2 Hours (Counts)	Priority	Active (Flight Count)	Last 2 Hours (Counts)	Low Alt. Route	Active (Flight Count)	Last 2 Hours (Counts)
						ZNY West capping	8	8

Flights: Showing All

Reason	Entry Time	FlightID	Origin	Destination	NAS Element	Comments	Route	ATD	View on Surface	View on Map
<	LOW_ALT	22/1203	LN878CS	KPHL	KDPA	ZNY West capping	KPHL / PHL332026 PENSJ	22/1358	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<	LOW_ALT	22/1220	AAL1781	KPHL	KDEN	ZNY West capping	KPHL / ETX176021 BWZ2E	22/1241	<input type="checkbox"/>	<input type="checkbox"/>
<	LOW_ALT	22/1233	UPS5546	KPHL	KSLE	ZNY West capping	KPHL PTW SARAA RAV		<input type="checkbox"/>	<input type="checkbox"/>
<	LOW_ALT	22/1237	AAL696	KPHL	KLAS	ZNY West capping	KPHL / PARKE261040 LN	22/1237	<input type="checkbox"/>	<input type="checkbox"/>
FIX_BAZAN	22/1327	CALS321	KJFK	PANC	NEION->G		KJFK / JFK846619 GAYEL	22/1327	<input type="checkbox"/>	<input type="checkbox"/>
<	LOW_ALT	22/1342	AAL566	PHL	LAX	ZNY West capping	KPHL PTW SARAA RAV		<input type="checkbox"/>	<input type="checkbox"/>
<	LOW_ALT	22/1350	JIA5165	PHL	GRR	ZNY West capping	KPHL PTW SARAA RAV		<input type="checkbox"/>	<input type="checkbox"/>
<	LOW_ALT	22/1455	EJAT775	KPHL	KSFO	ZNY West capping	KPHL PTW SARAA RAV		<input type="checkbox"/>	<input type="checkbox"/>
<	LOW_ALT	22/1501	UPS2424	KPHL	KLGB	ZNY West capping	KPHL PTW SARAA RAV		<input type="checkbox"/>	<input type="checkbox"/>
FIX_BAZAN	22/1514	EJMS889	KHPN	KHPN	GAYEL->G		KHPN / PVL163014 VALR	22/1506	<input type="checkbox"/>	<input type="checkbox"/>



TFM Convective Forecast Update for 2020

3

TCF Details

- TCF issued 24 x 7, every 2 hours with forecast projections: 4, 6, 8 hours
- Collaborated between NWS and Industry meteorologists March-October with additional Canadian collaboration April-September
- **TCF collaboration will start on 2 Mar 2020 (0130 CST) and end on 30 Oct 2020 (1730 CDT)**
- TCF issued 45 minutes prior to any Strategic Planning Meeting
- Forecasts available on TSD and TCFM
- *High Confidence only category*
 - Sparse and Medium coverage



5

TCF Criteria

Areas of convection:

- Polygon coverage $\geq 25\%$
- ≥ 40 dBZ reflectivity

Solid lines of convection:

- Linear coverage of $\geq 75\%$
- ≥ 40 dBZ reflectivity
- ≥ 100 nautical miles
- Echo tops \geq FL250
- **Highly confident this will occur**

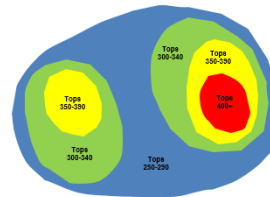


TCF Echo Top Forecast

For example... start at highest tops and work down

Height	Total Area
400+	10%
350-390	20%
300-340	30%
250-290	40%

- = 10% total area
- = 20% total area
- = 30% total area
- = 40% total area



What is the first instance (not cumulative) of $\geq 25\%$ total area?

Echo tops forecast is 340

1/13/2020

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WET – Weather Evaluation Team

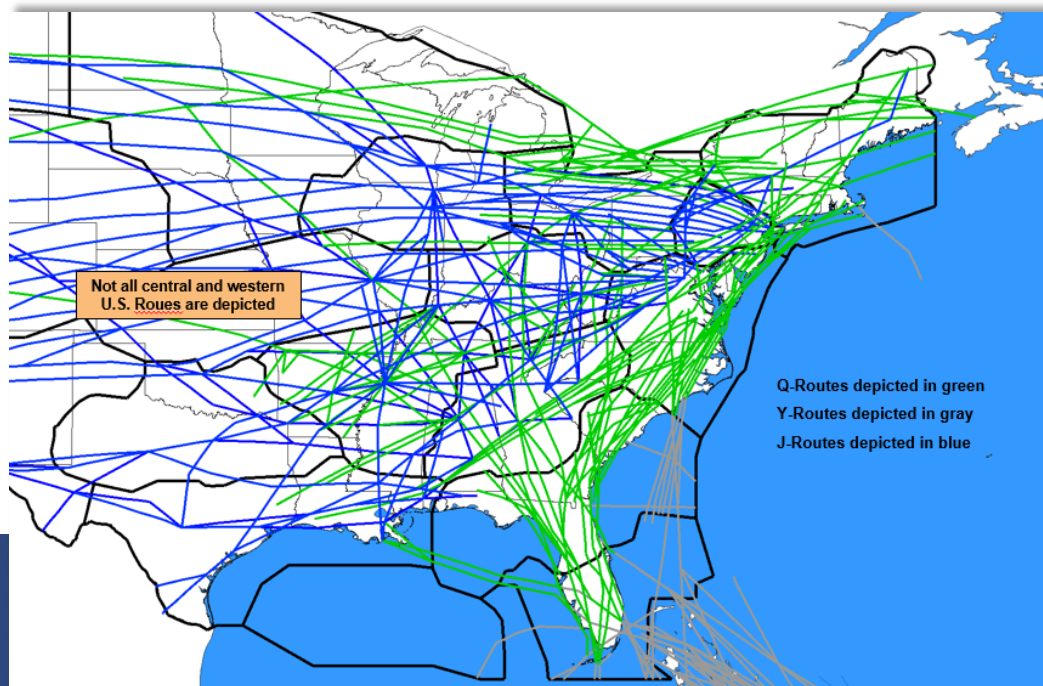
Jadyne Seitz/Jeff McLaren



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Northeast Corridor Atlantic Coast Routes

- Briefing on the changes to the route structure in the Northeast Corridor



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Joint Air Traffic Operations Command (JATOC)

- Comes from a need to provide a consistent nationwide process for air traffic to prepare for, respond to, and recover from significant events in the NAS.
- The JATOC provides a single source of information and reliable communications to enable the ATO and FAA leadership to make crucial, informed and responsible decisions that carry national and global implications.

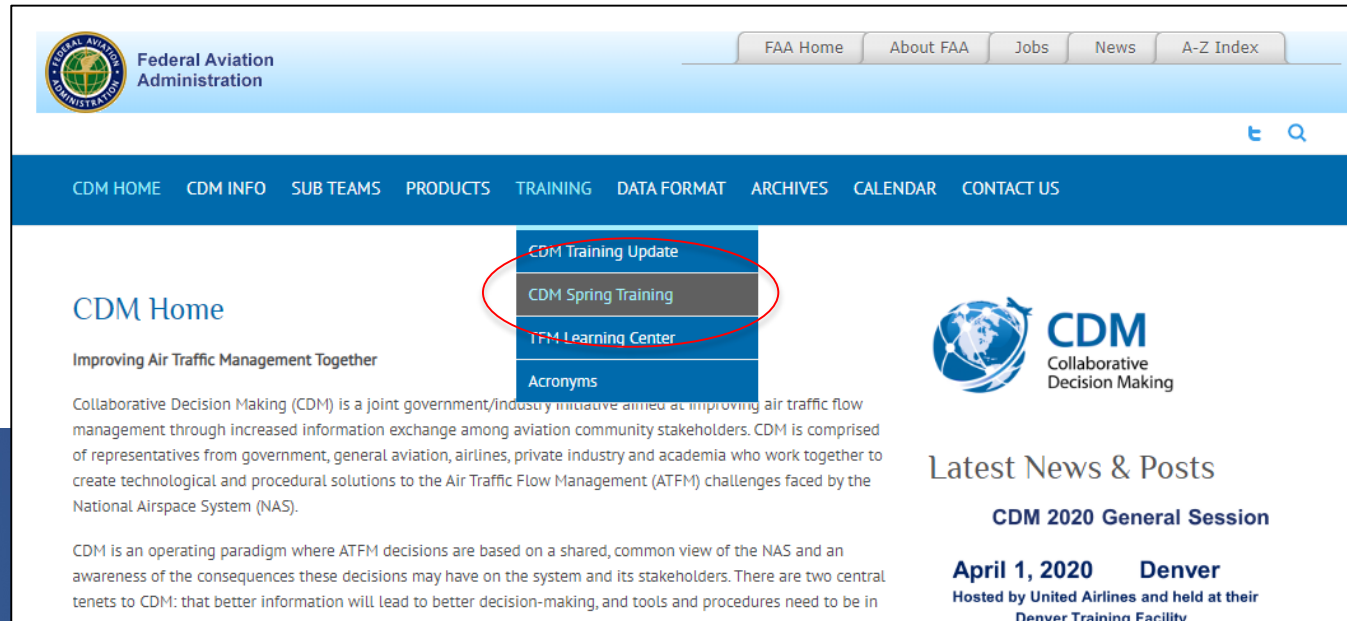


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CDM 2020 Spring Training

- You can download the 2020 CDM Spring Training from the CDM Spring Training Webpage.



The screenshot shows the Federal Aviation Administration (FAA) website. The top navigation bar includes links for FAA Home, About FAA, Jobs, News, and A-Z Index. Below this is a dark blue header with navigation links: CDM HOME, CDM INFO, SUB TEAMS, PRODUCTS, TRAINING, DATA FORMAT, ARCHIVES, CALENDAR, and CONTACT US. The main content area features a 'CDM Home' section with the tagline 'Improving Air Traffic Management Together'. A dropdown menu is open over the 'TRAINING' link, with 'CDM Spring Training' highlighted in a red circle. Other items in the dropdown include 'CDM Training Update', 'TFM Learning Center', and 'Acronyms'. To the right of the main content is the CDM logo (Collaborative Decision Making) and a 'Latest News & Posts' section featuring the 'CDM 2020 General Session' held on April 1, 2020, in Denver, hosted by United Airlines at their Denver Training Facility.



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TFM Learning Website

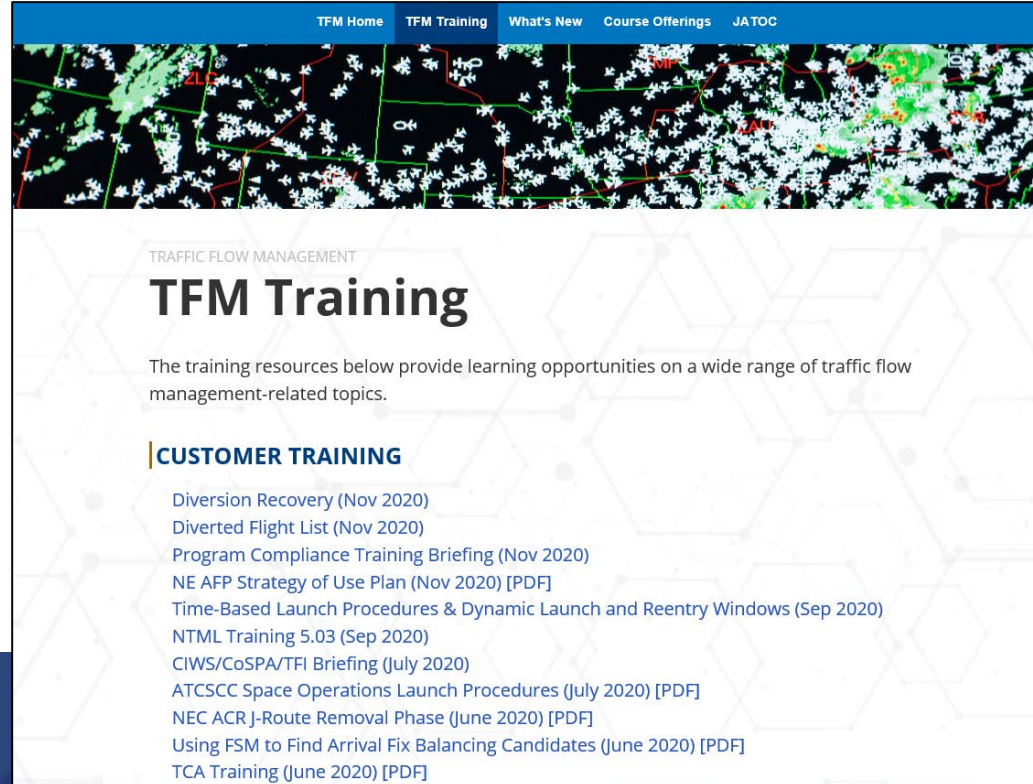


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TFM Learning Website

- Current offerings



The screenshot shows the TFM Learning Website interface. At the top, there is a blue navigation bar with the following tabs: TFM Home, TFM Training (which is highlighted), What's New, Course Offerings, and JATOC. Below the navigation bar is a large image of a traffic flow management map with various colored lines and labels. The main content area has a white background with a faint geometric pattern. It features the heading "TRAFFIC FLOW MANAGEMENT" in small letters, followed by "TFM Training" in large, bold letters. Below this is a paragraph: "The training resources below provide learning opportunities on a wide range of traffic flow management-related topics." Underneath is a section titled "CUSTOMER TRAINING" with a vertical bar to its left. This section lists several training resources:

- Diversion Recovery (Nov 2020)
- Diverted Flight List (Nov 2020)
- Program Compliance Training Briefing (Nov 2020)
- NE AFP Strategy of Use Plan (Nov 2020) [PDF]
- Time-Based Launch Procedures & Dynamic Launch and Reentry Windows (Sep 2020)
- NTML Training 5.03 (Sep 2020)
- CIWS/CoSPA/TFI Briefing (July 2020)
- ATCSCC Space Operations Launch Procedures (July 2020) [PDF]
- NEC ACR J-Route Removal Phase (June 2020) [PDF]
- Using FSM to Find Arrival Fix Balancing Candidates (June 2020) [PDF]
- TCA Training (June 2020) [PDF]



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Summary

- All the presentations you have seen plus many more are available on the TFM Learning and CDM Websites.
- Expect to see updated materials that can be used for your training needs.



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