

# NEWS

## And Current Events

March 2018



**Greg Byus and Phil Santos.**  
FAA and Industry CDM  
Leads

### A Message From CDM Leadership: A New Sherriff In CDM Town— *by Phil Santos*

Six years ago, I started my journey as an industry representative in what I deem to be the most prestigious industry in the world, aviation. Switching hats, or should I say switching headsets, from an air traffic controller of 29 years, to being on the other end of the mic as a representative of FedEx and the industry as a whole, has been a humbling experience. I quickly learned that I do not know as much as I thought I knew about aviation. In this journey, I have met and worked with many of you. I have been impressed with not just the high level of subject matter expertise, but also with the high level of intelligence and wisdom in this community.

I now come in behind John Martin and know I have some big shoes to fill. As I have watched him from a distance in the past few years, I have noticed his passion and dedication to his profession and the service he provided in his capacity as CDM Industry Lead. I share my thanks to John for his leadership and service.

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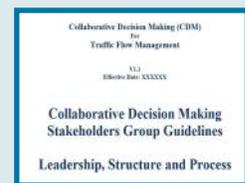
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### Spotlight! From the Editor: CDM Guidance Document Final Draft



The new, revised, Collaborative Decision Making Stakeholders Group Guidelines Document is very close to being finalized. In the next few editions of the CDM News, I will be highlighting information in this document. I encourage you all to read the latest draft version available from [Greg Byus](#). Once finalized the document will be posted on [the CDM website](#), replacing the 2014 version. The purpose of this document is to

*(Continued on page 2)*

**Right Around The Corner.....**



To add or remove your name from our mailing list, please [click here](#).  
Questions or comments? Email me at [jadyne.m.seitz@faa.gov](mailto:jadyne.m.seitz@faa.gov)  
or call 540-422-4553



**CDM**  
2018 Spring Training



CDM 2018 Spring Training  
American Airlines ATC Coordinator | Gary Dobson

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*From the Editor (Continued from page 1)*

describe the leadership, structure and processes that the CDM Stakeholders Group (CSG) has established to support CDM.

First, for you beginners, what is the CSG? The CSG is a joint FAA/Industry forum that focuses on operational integration of planned capabilities. It provides overall strategic direction and coordination for CDM efforts. The CSG establishes strategic objectives for the CDM community. It provides guidelines for CDM stakeholder interaction and engagements. It provides direction, guidance, and process to CSG subteams and subteam activities. The result is an effective and collaborative government-industry communication forum that not only provides a means for enhancing the efficiency of the NAS, but also a pathway for promoting more effective management and leadership throughout the TFM domain. The purpose of the CSG is (1) to provide the FAA with the industry position on prioritization and tasks related to development, implementation and operation of proposed TFM-related technologies, tools, procedures, etc., that will increase the efficiency of the NAS and, (2) to oversee the direction and mission of the CSG subteams. The FAA and industry share leadership within the CDM program. The FAA CDM Lead is appointed by the FAA and the Industry Lead is appointed by the Airlines for

America Air Traffic Management Council. CSG leadership and participation consists of FAA Representatives, Core Industry Stakeholders, At-large Industry Stakeholders, and Invited Guests or Subject Matter Experts (SMEs).

It is imperative that the FAA and industry CSG stakeholders communicate with the highest degree of transparency. In order to efficiently determine level of effort, including expenditures for equipment and staff support—and to ensure industry stakeholders are kept apprised of available resources, the FAA shall conduct bi-annual Facilities & Equipment and Operations budget briefings to the CSG. The CSG will prioritize and otherwise adjust its work plan based on available resources.

You will see that the guidelines document also fully explains the processes surrounding CSG subteams. It is important for those of you who get involved in a subteam to assist your team co-leads in abiding with the reporting requirements as established. The work you do is important and can continue to be justified with accurate reports to the CSG. More on that in our next issue!



**The CSG monthly meeting**

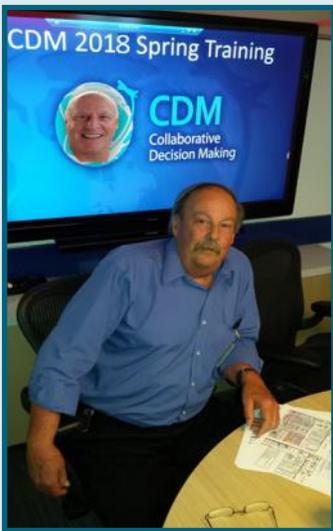
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## Subteam Updates

### CTT (CDM Training Team):

Joe Dotterer (FAA) & Gary Dockan (Industry) co-leads.



We would like to announce that the TFM Collaborative Forecast (TCF) product training is available via the CDM web site and e-LMS. Training on inclusion of TCF in operational planning is also being conducted at the ATCSCC.

#### **Joe Dotterer from the CTT asking, “Why Memphis, when Waikiki was available?”**

back from participants. Several industry representatives have also participated in the class. The CTT informed the CSG that industry training departments are open to bringing a similar class to individual airlines to provide ATM informational training for operators.

Lastly, we would like to remind all subteam leads that April 3rd is the deadline for submitting presentations summarizing team activities for the Spring Training package as well for the CDM General Session scheduled for the first week in May in Memphis.

Joe and Gary of the CTT look forward to supporting your CDM training efforts.

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[joe.dotterer@faa.gov](mailto:joe.dotterer@faa.gov)

### CAT (CDM Automation Team):

Jill Sparrow (FAA) & Clay Whitesell (Industry) co-leads.

The CDM Automation Team (CAT) and the Surface CDM Team (SCT) continue to work Task #78 and #79. The teams held a joint telcon on February 28. The teams are scheduled to meet April 3 and 4 at the Air Traffic Control System Command Center (ATCSCC) in Warrenton, VA. The teams will also meet on May 1st in Memphis, TN, at the FedEx Institute of Technology. Participating with the teams are representatives from Airport Council International North America (ACI-NA) and the four pilot CDM airports: New York/New Jersey Port Authority, Dallas-Fort Worth International Airport, Las Vegas McCarran International Airport, and Ft. Lauderdale International Airport.

For task #78 “Flight Operators: Surface Data Sharing to Support TFM and TFD M Strategies” was previously Task #74 and was revised by the CSG in June, 2017. This task focuses on the provision Earliest Off Block Time (EOBT) and other surface data elements for flight operators that are not CDM participants. The teams are exploring the possibility of providing airport authorities with the capability to submit EOBTs for international and general aviation operators that do not submit CDM messages. The population of surface data in TFMS is a key element in improving schedule predictability and operational efficiency for traffic management initiatives (TMIs) within the Traffic Flow Management System (TFMS), Time Based Flow Manage-



**Jill Sparrow**

ment (TBFM) and Terminal Flight Data Manager (TFDM).

For task #79 “Data Element Provisions by Airport Authorities”, the teams are exploring avenues for airport authorities to provide airport surface related data such as diversion information, deicing through-put, gate availability, and tactical runway/taxi-way closures. It is anticipated that data supplied by airports will improve predictability for surface operations and allow stakeholders to respond more effectively to changing surface conditions. This task involves identifying and defining essential data elements for inclusion in the Airport CDM MOA.

Look for an update to the goings on of the CAT team in our next issue of the CDM News in June.

For further information:

[jill.sparrow@faa.gov](mailto:jill.sparrow@faa.gov)

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## Subteam Updates

*(Continued)*

### PET *(PERTI Engagement Team):*

Kevin Bannwolf (FAA) & Mike Sterenchuk (Industry) co-leads.

The PET Team is the latest CDM work group to be added by the CSG. Their task (#77) was recently revisited by the CSG and has been updated. The team met in late March at the Command Center to discuss the revision and to develop an outline for the path forward. The task situational assessment and overview states: as the PERTI process evolves, CDM stakeholder engagement in all phases of the process is imperative. AJR and the PERTI management team envision a workgroup to identify the dynamics of strategic planning and resolve the challenges associated with tactical adjustments. The use of a collaborative consortium of experience and subjective judgement will further PERTI objectives/strategies in the management of the National Airspace System (NAS).

During their March meeting, the PET reviewed common metrics information, engaged in SME presentations on leveraging data/metrics to assist in TMI planning and execution, and had a weather brief on TCF and its future play-back.

Duration of this task is expected to be on-going; therefore, the team is expected to provide updates in accordance with the established CDM Leadership Guidelines.

The co-leads of the PERTI Engagement Team would value your correspondence:

[kevin.j.bannwolf@faa.gov](mailto:kevin.j.bannwolf@faa.gov)

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**The 2018 PET Team**

**The team would like to congratulate Dorsey DeMaster from UPS on her upcoming retirement in April. Thank you for your years of service to CDM Dorsey!**



### SCT *(Surface CDM Team):*

Brian Gault (FAA) & Robert Goldman (Industry) co-leads.

An ATD-2 update for CLT was presented by NASA. The update included EOBT vs. LGTD accuracy, data exchange and electronic negotiated release times, and estimated fuel savings. Surface metering at CLT was expanded to Bank 3 on Febru-



**The SCT has been working solely on the two combined tasks with the CAT .**

ary 19. In addition to reduced taxi out times during CLT surface metering for banks 2 and 3, NASA concluded fuel savings exceeded 78,000 pounds due to small holds at the gate. The team discussed the plan for the technical transfer for both FAA and Industry. Industry members expressed concern over the lack of tools for ramp operators. The challenge of providing “intent to hold in the airport movement area” was also discussed. Currently, “intent to hold” (either on the ramp or in the airport movement area) is not provided by the flight operators. If intent to hold in

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# Subteam Updates *(Continued)*

*(Continued from page 4)***SCT (cont.)**

the ramp is provided, several industry members expressed the need for the ramp authority to have access to such information. It is not clear how this intent would be used by ATC. The team noted it is possible that at some airports, ATC may not be able to accommodate holds in the movement area.

Jill Sparrow from the CAT presented data (1-1-2016 to 12-31-17) regarding the number of CDM flights vs. Non-CDM flights operating at ATL, BOS, CLT, EWR, FLL, JFK, LAS, LAX, LGA, PHL and SFO. For some of these airports, the number of non-CDM flight operations is very small. The team discussed CDM participants willingness to authorize airports to send in surface data.

SCT suggests we complete some analysis on the accuracy of P-times provided by general aviation and business jet operators. Jill will look into it.

For further information:

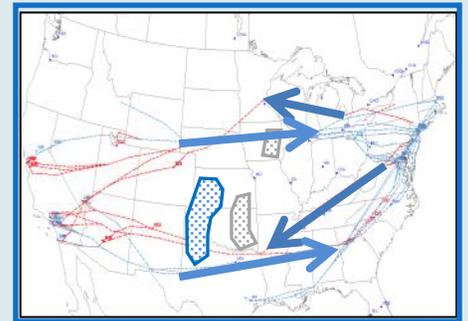
[brian.gault@faa.gov](mailto:brian.gault@faa.gov)

[robert.s.goldman@delta.com](mailto:robert.s.goldman@delta.com)

**FET** *(Flow Evaluation Team):*

Al Mahilo (FAA) & Ernie Stellings (Industry) co-leads.

The Flow Evaluation Team met in March at NASA AMES to explore Integrated Demand Management's (IDM's) concept of using the Collaborative Trajectory Options Program (CTOP) to precondition traffic for TBFM when users have different TOS submission capabilities. The meeting allowed the team to obtain stakeholder feedback on benefits for all



**The 2018 CDM FET team**

users. Concerns or challenges, and possible solutions were brought to the forefront. They were able to review NASA human-in-the-loop simulation studies from August 2017. General discussions about the results of the modeled runs, and the benefits that were observed were held. The summary of the meeting stated the team felt it was very beneficial to hold discussions with shared data and information between the FET and NASA personnel.

For further information about IDM, CTOP, ABRR, PDRR or the Flow Evaluation Team in general contact:

[estellings@nbaa.org](mailto:estellings@nbaa.org)

[al.mahilo@faa.gov](mailto:al.mahilo@faa.gov)

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## Subteam Updates *(Continued)*

### FCT *(Future Concepts*

#### Team):

Jennifer Ross (FAA) & Frank Oley (Industry) co-leads.

The team welcomed Shawn Huckaby, to the team who will fill the open NATCA position. The FCT also met with Rocky Stone, UAL pilot and RTCA SC-206 co-chair, to discuss a task potential for CDM in the Cockpit. The FCT has been without a task for a while now, so it is a possibility that this can lead to a task revolving around specific CDM and Cockpit information. Stay tuned!



**Jennifer Ross**



Watch for future Future Concepts news in June.

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**Frank Oley**

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## Subteam Updates *(Continued)*

### WET *(Weather Evaluation Team):*

Kevin Johnston (FAA) & Jeff McLaren (Industry) co-leads.

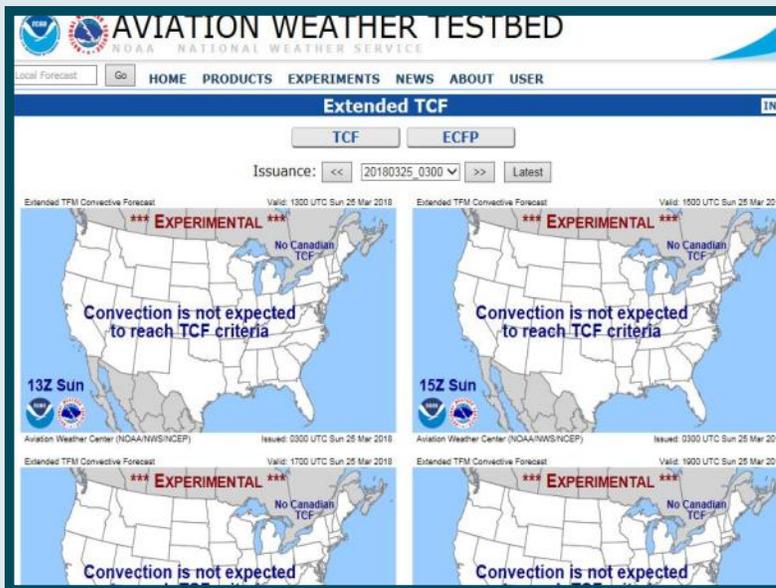
Government and Industry meteorologists began collaboration on the TFM Convective Forecast (TCF) on March 1, 2018. The TCF is a 4/6/8 hour forecast updated every 2 hours prior to the Strategic Planning Webinar. TFM Planners—we want your feedback (the good, the bad and the ugly) on how the TCF helps you in your planning and execution of Traffic Management Initiatives (TMIs). Feedback on the accuracy and usability of the TCF helps the weather community improve the operational value of the TCF. So please do not hesitate to provide feedback via end of shift summary logs and the daily National System Review.

The WET continues to work on several tasks and plans to have it's next face to face meeting April 30 and May 1. Task 72 is the Extended TCF which the National Weather Service now produces in an "experimental" mode. It's an automated forecast updated every two hours and provides forecast output from 10 to 24 hours at two hourly increments. The goal is to extend this to 30



hours to support the PERTI process and next day planning and that should be ready in late 2018. The Extended TCF can be found at <https://testbed.aviationweather.gov/tcf/extended>

[testbed.aviationweather.gov/tcf/extended](https://testbed.aviationweather.gov/tcf/extended)



For further WET information please contact:

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### From CDM Leadership :

*(Continued from page 1)*

I am honored to serve in this capacity and look forward to leading our small segment of the aviation industry in the right direction. I ask you to help me along the way as I am still learning but eager to do the right thing to lead the aviation industry in the right direction.

*~Phil*



### From CDM Leadership :

*(Continued from page 1)*

### 25 Years: A Milestone and Just the Beginning— by Greg Byas

On April 21, 1993, the FAA Traffic Flow Management Architecture and Requirements Team held a special meeting. The purpose of this meeting was to make the process of defining directions and concepts for the TFM system more collaborative with active participation of representatives from the aviation community. Representatives from FAA system operations and system



operations and system

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**From CDM Leadership :** (Continued from page 7)

development organizations developed an operational description for the future TFM system and the result was a call for dynamic and collaborative decision making to manage traffic flows effectively. The concept relied heavily on a timely exchange of comprehensive information between the FAA and system users. Topics in this initial discussion included; user access to FAA automation tools, collaborative development of flow strategies, metrics and methods for performance assessment, and data exchange between TFM and NAS users. If all this sounds familiar, it should. 25 years ago, this was the beginning of CDM, as we know it today. We have come a long way in 25 years but the initial goals are still relevant today. We continue to collaborate on flow strategies, assess our performance and engage in data exchange on a daily basis. We have also adapted to take advantage of new technologies and invite new participants into the CDM community. It is easy for us to take for granted our TFM system and forget what it took us to get to the place where we are today. The initial meeting 25 years ago changed the future of TFM in the NAS for the better and we continue to build on that success all these years later. As we celebrate 25 years, we still have the same challenges balancing demand and managing severe weather events but the relationships we have established through years of working together make for an environment of shared responsibility and trust in collaboratively managing the NAS. As we look back to celebrate a significant milestone, we look forward to a future of continued collaboration between the FAA and all system users of the NAS.

*~Greg*

## Upcoming Subgroup Meeting Information

CAT	April 3-4 2018, April 30-May1 2018
FCT	May 1 2018
FET	April 30-May1 2018, May 14-17
WET	April 30-May1 2018
PET	March 27-29, April 30-May1 2018
SCT	April 3-4 2018, May1 2018
CTT	April 30-May1 2018



**CDM General Session**  
**Spring, 2018**

May 2, 2018  
 8:30AM – 5:00PM  
 FedEx Institute of  
 Technology  
 Memphis, TN

CDM Collaborative Decision Making

Federal Aviation Administration

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## More From CDM Leadership: CDM Community and Aviation Enthusiast

— by *John Martin*



As I step out of my role as CDM Industry Lead and leave it in the very capable hands of Phil Santos (FDX), I leave it feeling like there is a new air of change coming in the wind. New entrants are on the horizon such as Airports, Commercial Space and possibly even the Drone community to name a few. Collaborative Decision Making (CDM) has always been about innovations and change and this should be no different. We (the FAA, the Airlines and NBAA) have been the core of the initiative since the 90s, and although I believe that should not change, it is important to allow those new entrants to be a part of the CDM movement.

The initiative has caught on at many corners of the globe already and I think we have laid a foundation for our next generation of leaders to carry on. The Chinese and Europeans are using Airport CDM (A-CDM) that was adopted from the US. Central and South American ANSPs are working together to restructure the Caribbean and South and Central American Airspace to allow smoother access to and from North America. Even Cuba is working in a collaborative way, to allow better access and ease the traffic in their airspace. What a better testament of the kind of impact we can, and do have on the aviation industry. But it is also an example of what we should be showing the next generation of leaders what can be done from the results of a small grass roots movement that has grown in just 26 years.

As I said the last time I addressed the community, we need to find new ways to bring new people into CDM. What a better way than to have fresh ideas from new entrants to stimulate not only conversation, but also to generate new ideas that could help solve some of our most crucial problems we go after today. Better use of the airspace, allowing for more demand and throughput, better communications and vision into what is flying. More technologically advanced aircraft will need to have access to an ATC system that is still good, but out of date and growing more so daily. This is not only geared towards the controllers, pilots and dispatchers, but also addresses a line of sight to/from Leadership so that their visions are heard and understood. New and better technology for better connectivity to the National Airspace System are additional topics that need to be, and will be addressed in the next 10-15 years. The Regulations that we have flown under have not been drastically changed in a very long time but should be in order to remain safe, current and relevant so that they will allow us to maintain the safest aviation system in the world.

We should be responsible for educating the new entrants to the sectors of our business that we practice so that they can understand our business models and can find some harmony amongst all the facets of our organizations. This is no different from when the NBAA educated the airlines (and vice versa) in the early days of CDM so that we could work together on solutions instead of having an antagonistic approach to solving our problems of the day. This is also true when we (the Airlines) began working with the FAA on solutions instead of trying to solve our problems on our own, as individual air carriers.

So, in closing, this is a reminder that we get more done working together, having a beverage of choice afterward to exchange ideas, and regroup to share our visions. Maybe this is how we need to address the new entrants. Like we did in the early days at the Blue Iguana.

I'm out.

~John

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The CSG Facebook Page  
Have you joined?  
Care to?

This facebook page is for the sole purpose of creating and sharing info to all CSG subteam members and to your newsletter editor!

AGENDAS, ANNOUNCEMENTS, PHOTOS, MEETING DATES AND CONTACTS CAN BE SHARED HERE.

Joined ▾ ✓ Notifications Share ...

Write Post Add Photo/Video Live Video More ADD

**Subteam Members can be added, but must be approved by the CDM office facebook page administrator. This link will take you to the page**

**<https://www.facebook.com/groups/1351965931517707>**



*See you in June!*

