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And Current Events

March 2019

Bob Everson Steps Into Co-Chair Position



As the Co-Lead for the CSG, I have had the wonderful opportunity to work with what I consider to be the best and the brightest from throughout Industry and the FAA.

As an Air Traffic Controller in the Air Force and the FAA. I had the pleasure of working at some pretty challenging facilities such as Osan Korea, The New York Common IFR Room, Chicago Midway Tower, and Chicago TRACON, SBN, MKE and ZAU. I served as TMO in Chicago, I also had the opportunity to serve as the ATM at the ATCSCC in Herndon, VA and Director for Tactical Operations for the Midwestern US. After 36 years of Government service, I thought it was time to try the Industry perspective with Southwest Airlines and that's where I have been since 2009. My passion is traffic management and system thinking.

My belief is that Collaborative Decision Making (CDM) is aimed at improving Air Traffic Flow Management (ATFM) through increased information exchange amongst the aviation community stakeholders. CDM membership brings the benefit of real time information through data exchange and a voice in the ATFM and CDM processes.

The CDM Stakeholders Group (CSG), is considered to be the oversight body of CDM, it has an established set of strategies and guidelines for FAA and industry CDM Leads, FAA and industry sub-team leads, and other participants to follow. 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 ATFM domain.

I hope we can continue to pursue excellence and lead the world in ATFM and I encourage all to get involved in determining our best path forward.

Bob Everson



To add or remove your name from our mailing list, please [click here](#).

Questions or comments? Email me at jadyne.m.seitz@faa.gov
or call 540-422-4553

Right Around The Corner.....

2019 Spring CDM General Session



CDM
Collaborative
Decision Making

May 15, 2019
The MITRE Corporation
McLean VA

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In This Issue:

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The CSG Subteam Communications Facebook Group: Have you joined? ...page 13



Members of the CSG listening to a subteam briefing at a recent CSG meeting.

Spotlight! From the Editor CDM Involvement In Building a Better Way: What's in a Task?

CDM applies to every facet of the operational construct related to Traffic Flow Management (TFM): pre-flight planning, surface activity at point of departure, terminal departure environment, en-route, terminal arrival environment, surface activity at destination and post-event analysis. CDM stakeholders as well as subject matter experts from academia work together to create technological and procedural solutions to the TFM challenges faced both in the National Airspace System (NAS) and on a global scale. By sharing operational information, ideologies, and preferences, stakeholders learn from each other and build a common pool of knowledge, resulting in TFM decisions and actions that are most valuable to the system.

The CDM Guidance Document provides for all the rules which apply to the generation of tasks and how they are assigned and monitored by the CDM Stakeholder Group (CSG) until they are completed. Subteam task requests must be submitted in writing to the CSG (**see Appendix D of the document**) for consideration. It is expected that a grassroots philosophy of ideas/suggestions be embraced. Innovation is encouraged. The determination of the viability of or prospect of success for a particular proposal must be con-

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From the Editor (Continued from page 2)

trolled by the CSG and the determination must be made in a disciplined manner.

The following factors are examples of this disciplined approach:

Is the proposal consistent with FAA Strategic Planning documents and industry strategic goals?

Is the operational issue that the proposal seeks to address well understood?

Are there barriers that must be overcome to pursue the proposal?

Are resources available to pursue the proposal?

Is there funding to implement the idea? If not, are there trade-offs that may be made?

What metrics does the idea move? Is there a positive business case for the idea?

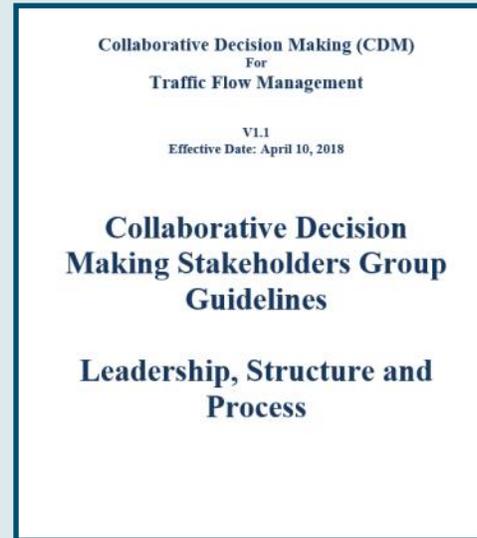
After consideration of various factors, the CSG leadership will:

Accept or modify a proposal and prepare a task assignment or reject the proposal.

Assign the proposal to an existing subteam or establish a new subteam.

Determine what FAA office has primary responsibility.

- Does the idea involve a change in the operational concept or program requirements?
- Does the idea involve a change in a program baseline (cost and/or schedule)?
- What are the interdependencies?
- Is it purely a process or procedural matter?



Click [here for a link](#) to the full Guidance Document

Our subteams are all working a number of tasks. As editor, I hope you enjoy reading their updates here each quarter, and I hope to have provided better understanding of the task assignment process. I will provide further insights into the CDM process in each newsletter. Please check out past issues, as they can provide additional insight if you are new.

The CSG provides a yearly summary of status and progress. This annual summary includes a schedule of activities describing key interdependencies and significant subteam milestones, subteam status, progress and accomplishments and recommendations.

~Jadyne

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Subteam Updates

CTT (CDM Training Team):

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

“Collaborative Decision Making is the most important thing that the FAA does for its customers. It’s the only environment, where customers have an opportunity to interact with the FAA to influence the impact that the system will have on their business model. Whether it’s a Part 91 Flight Department or an Airline Operator, we all go to a lot of meetings where we talk about future policy, procedures and technological advancements. This is

where the rubber meets the road. CDM is where we influence what’s happening, right here and right now.” (Bob Lamond Director of Air Traffic Services and Infrastructure, National Business Aviation Association. (circa 2010)



Gary Dockan

CDM does so much to improve the safe and efficient movement of air traffic in the NAS. Procedures, Policies and Technological advancements have had a tremendous impact on how we do business in the NAS. We can trace a multitude of successes in the NAS to the hard work of the CSG (CDM Stakeholders Group) and the CDM subteams that initiate and develop these enhancements. One of the more difficult things to do, in completing the cycle of introducing a new policy, procedure or technology, is to get the word out after it has been developed. The CDM subteams work diligently to develop these helpful systems and their training packages in the hopes that the FAA and Industry will take the time to read, study, learn, teach and implement them. One of the things that FAA CDM Training Lead Joe Dotterer and I pride ourselves in is getting that training information out to the FAA and Industry. The CDM Subteams can solve some of the most complex problems facing our industry today, but

unless the training gets out, and is incorporated into the FAA / Industry classrooms, the gains from these herculean efforts will not be fully realized.

The intent of CDM Training is to bring you updates from the CDM teams, and share with you the latest in training materials that pertain to policies, procedures and new technologies that have been developed for application in the NAS. If CDM Training has any updates throughout the year, we will send them out thru the CDM Training Update Distribution List. If you do not already receive the CDM Training Updates but would like to, send an email to Gary.Dockan@aa.com, requesting that you be added to the list.

We encourage the FAA and Industry to take advantage of these tremendous efforts put forth by the CDM subteams and our CSG (CDM Stakeholders Group) leadership. When this year’s CDM Spring Training comes out, (Late April/Early May) download CDM Spring Training and sign up to receive updates in the future. Joe and I want to give all NAS users the opportunity to have common situational awareness of all current CDM updates and CDM Spring Training. When time permits stop by the CDM Website to see our CDM Training page and the TFM Learning Center (Customer Training). CDM innovations will only realize their full potential if you know how to utilize them. Knowledge is power.



Bob Lamond is quoted in this article

“CDM is where we influence what’s happening, right here and right now.”

The Training Subteam can be reached at:

gary.dockan@aa.com or

joe.dotterer@faa.gov

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Subteam Updates *(Continued)*

PET *(PERTI Engagement Team):*

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



Mike S.

The PET Team is in the process of integrating stakeholders into the advanced planning process. Beginning April 1st, the advanced planning team at the Air Traffic Control System Command Center (ATCSCC), known as the PERTI team, and stakeholder Airline Operation Center (AOC) representative(s) will enter into testing periods of collaborative advanced planning and review. The objective of this test is to expand all stakeholder perspectives of the National Airspace System (NAS) operations, improve timing, efficiency, effectiveness of communications and identify/improve the culture of training. We will be improving collaboration through the integration of stakeholder planning, execution, review, training and improvement processes and turning lessons learned into best practices.



The 2019 PET Team

Additionally, the PET team has been developing a Review Process to be used during “high visibility” events. Through this process, the PET team intends to

conduct a thorough review and examine multiple facets of data available to FAA facilities and stakeholder alike. Through this “deep dive” process, the PET team hopes to recognize and identify improvements to be made by both FAA facilities and the stakeholders to better utilize NAS airspace and resources.

The co-leads of the PERTI Engagement Team would value your correspondence. They can be reached at:

kevin.j.bannwolf@faa.gov

mike.sterenchuk@aa.com

SCT *(Surface CDM Team):*

Jadyne Seitz (FAA) & Robert Goldman (Industry—DAL) co-leads.



The Surface CDM Team is making plans to provide an in-depth briefing at CDM General Session in Washington DC. Our main topic is still the work being done to support the surface metering demo which will be highlighted in briefings given by the NASA ATD2 team in May. In addition to briefings at General Session, ATD2 will be at the May SWIFT meeting in Dallas to provide information to industry.

(see page 10 for more information)

The SCT recently wrapped up our work on task 86, Crafting a Memorandum Of Agreement for Airport Involvement in CDM. We played a role in bringing all entities together to draft a preliminary version. Our submitted work took into



Click the ATD2 logo above for an archived 9 minute video on the introduction of the ATD2 demo. (From November 2017)

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Subteam Updates *(Continued)*

*(Continued from page 5)*SCT (cont.)

consideration the effort that has been ongoing for several years on how best to get airports involved in CDM without fundamentally changing the legacy “data sharing” requirement, but rather by encouraging enhancement of the daily picture of NAS operations for all participants. For a few years now, we have held discussions amongst stakeholders, including a pilot program of four airport entities. The prime takeaway has been that each airport has information that is vital to the NAS and this information should have a collaborative method of being shared. So, we hope the vision of CDM reform, bringing airports into participation, is a beginning, and new, creative ways they can be of service are explored in the process. We essentially understand that at this time, some of the data that airports can share does not necessarily fit into the bits and bytes of traditionally shared data elements, so our focus is more on bringing airport operators to the table by asking them to participate in daily telcons, meetings and subteam work. We envision any airport who wants to be a CDM member will be welcome, regardless of the airport being a metered surface airport or not.

For further information:

jadyne.m.seitz@faa.govrobert.s.goldman@delta.comFET (Flow Evaluation Team):

Mark Holben (FAA) & Ernie Stellings (Industry) co-leads.

The FET met in February at Jet Blue University in Orlando to work on our assigned taskings. We continued to do work on task 80, Trajectory Options Set (TOS) enhancements. Most of our work

available (e.g., due to convective weather activity) or, in other words, would result in an acceptable amount of delay. A trajectory option includes data that defines the

relative preferences (e.g., tolerable delay) and usability of the trajectories. Recent PDRR recommendations include adding a marker, or alert, in the Departure Viewer so a TMC would be able to identify flights with a TOS. The second recommendation is having capability to integrate sur-

**The 2019 CDM FET team**

face management systems with PDRR to view the line-up of air traffic on the surface. This would give TMCs visibility to constrained gates and give them the ability to select a flight and send it to the Route Amendment Dialog

has been related to recommendations on Pre-Departure Reroute (PDRR) enhancements. The Airborne Rerouting (ABRR) and PDRR capability within TFMS and ERAM provides TFM personnel in ARTCCs with the ability to electronically send aircraft-specific assigned reroutes to ARTCC controllers, so the controllers do not have to type the reroutes into the flight plan. TOS was developed to allow flight operators (e.g., airlines) to submit multiple trajectory options to the ATM systems in addition to the trajectory, or route, in an aircraft’s filed flight plan. This provides TFM with trajectories that would be acceptable to the flight operator if the primary trajectory in the filed flight plan was una-

face management systems with PDRR to view the line-up of air traffic on the surface. This would give TMCs visibility to constrained gates and give them the ability to select a flight and send it to the Route Amendment Dialog

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SCT and FET are beginning our work with ATD2 in Dallas

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Subteam Updates *(Continued)*

FET (cont.)

(RAD) for re-route issuance.

The FET team has also worked on task 88, the Northeast Corridor (NEC) and our recommendations. The team needs additional collaboration from the NEC group to better understand what role the FET plays. Additionally, we updated our NEC pathfinder recommendation to include more detailed information on the actual process.

The team discussed task 85, AFP capacity and strategies. Much of our recent work has focused on expanding capacity on AFPs through Florida. The team met with representatives from ZJX and ZMA,

the East/South DDSO, and the SE NOM from the ATCSCC to strategize on opportunities to improve the throughput of the AFPs which are typically used. Work on this will continue in future meetings.

Lastly, we confirmed that our ADS-B recommendations were accepted by the workgroup and our tasking has been closed. The Equip



2020 workgroup will continue working towards a January 1, 2020 implementation of ADS-B.

We plan to conduct meetings in April and May of 2019. The team has a new joint tasking with the surface CDM team on the topic of integrating surface management into a metroplex TOS environment. It is an extension of the SCT's task with NASA and ATD-2 which has begun the phase 3 of the demo.



The NASA team presented a deep-dive into the Phase 3 concept with a story board that featured early mock-ups and data elements that will be used during the departure trajectory option set (TOS) operation. The NASA ATD-2 system will help to identify opportunities for rerouting departures during terminal demand/capacity imbalances. The system includes a user interface to coordinate the use of departure TOS that is shared among field demo partners. New technology in the predictive engine assesses when flights have sufficient surface departure delay to warrant alternative routes, as specified by flight operator's relative trajectory cost (RTC) input. The FET team provided feedback on the concept of use and the data elements, and committed to provide on-going support to NASA's Phase 3 activities.

For more information on FET contact:

estellings@nbaa.org

mark.holben@faa.gov

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Subteam Updates *(Continued)*

WET *(Weather Evaluation Team):*

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



Kevin Johnston

The WET recently addressed Task #89, specifically what TFM Convective Forecast (TCF) verification information should be routinely provided to CDM stakeholders.

Some background on the tasking: The TCF (formerly the CCFP) has been produced by the NWS Aviation Weather Center (AWC) for nearly 20 years. The TCF is collaborated between government and aviation industry meteorologists between March 1 and October 31 and is the primary convective forecast product used by government and aviation industry Traffic Flow Managers when developing strategic plans for the National Airspace System (NAS). Although there has been various verification processes developed for the TCF (and CCFP), there has never been a routine daily review process for the meteorologists involved with the development of these forecast products.

The WET reviewed various information and formats of the TCF verification that exist today and provided a recommendation to the CSG that CDM operators and meteorologists should

routinely (daily) review TCF performance using one of the high-glance graphical formats that overlay the 4/6/8 hour forecast with radar data.

The example below is an AWC developed graphical verification tool that overlays in real-time the 4/6/8 hour TCF forecast with radar observations. This tool is currently used internally by the AWC meteorologists to provide real-time, high-glance, subjective feedback on TCF performance.

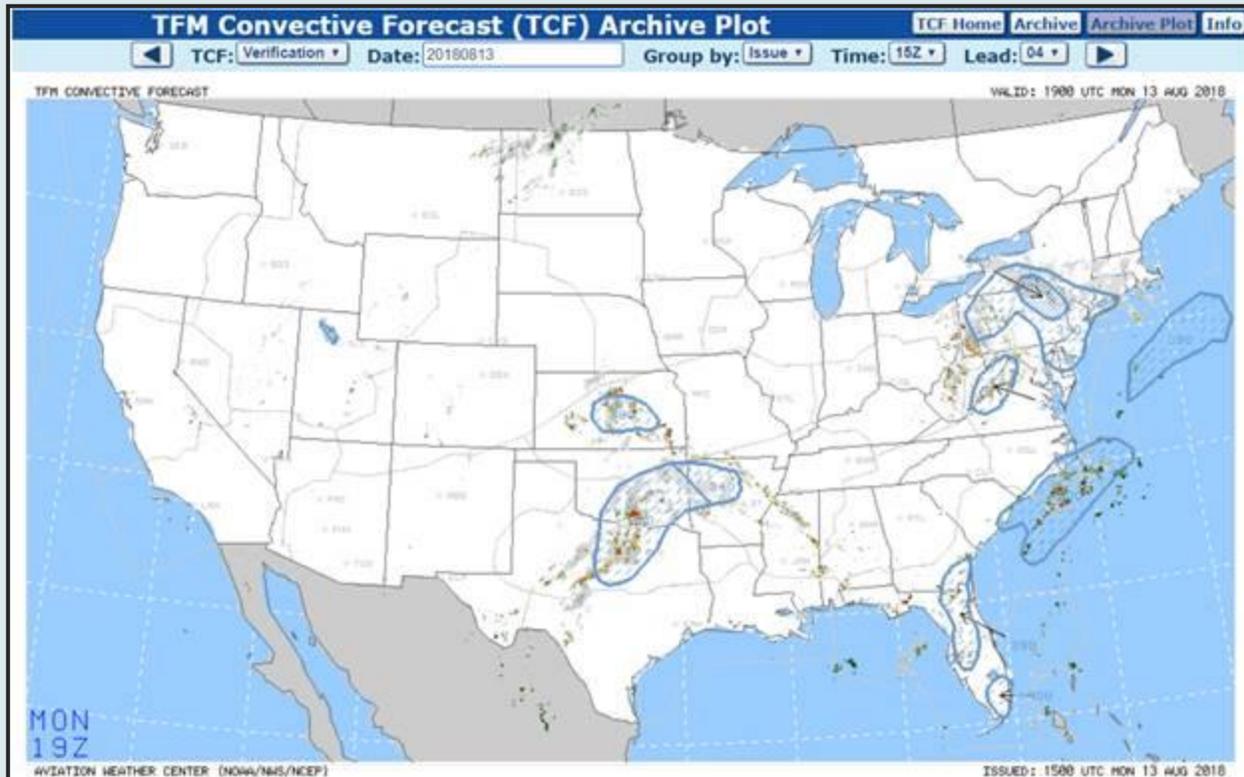
The CSG agreed with the WET recommendation and this will lead to the FAA forwarding a formal request to the NWS to orchestrate a daily review process of the TCF with government and aviation

industry meteorologists involved with the TCF. More to come, but hopefully we will see this review process begin during the 2019 convective season!

For further WET information please contact:

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Subteam Updates *(Continued)*

CAT *(CDM Automation Team):*

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



Jill Sparrow

The CDM Automation Team (CAT) met via a telcon on February 5, 2019, and had a face-to-face meeting March 26-27, 2019, at Albuquerque ARTCC. During these meetings, the team began working on two new tasks.

The first task, Task #90: National Traffic Management Log (NTML) Data Use and Analysis, involves providing the CDM Steering Group (CSG) with analysis describing automation tools and processes, both current and future NextGen capabilities, which utilize, or plan to utilize, NTML data. The team is expected to report on the operational shortfalls and provide applicable recommendations. One future tool, Terminal Flow Data Manager (TFDM), intends to pull traffic management initiatives (TMIs) such as miles-in-trail (MIT), minutes-in trail (MINIT), and call for release (CFR) from the SWIM TFMFlow. The TFMFlow data feed receives some data from NTML, but it appears not all TMIs in NTML are contained in the TFMFlow data. The team plans to explore how NTML entries are ingested into the SWIM data feed and if recommendations for automation changes might be needed. The team will also

explore the national requirements for NTML data entries.

The second task, Task #91: TFMS Open Ticket Analysis, tasks the CAT with analyzing open TFMS problem/trouble tickets and using their experiential knowledge to make recommendations in prioritizing the importance of how each open ticket item impacts the reliable information and functionality it provides to NAS operations. The CAT is also expected to make recommendations demonstrating the need for open ticket information to be available to users. During the March meeting, the team made some significant progress on this task and anticipates briefing a recommendation to the CSG on April 9, 2019.

The CAT would like to thank Tracy Coleman, FAA Program Management Office (PMO), Al Capps (NASA) and Bob Staudenmeier (NASA contract support) for their participation and support during the March meeting. These folks provided essential information on both of the current tasks which allowed the team to move forward rather quickly.

The team plans to meet at MITRE on May 14, prior to the CDM General Session scheduled for May 15.

For further information please contact:

jill.sparrow@faa.gov

or

clay.whitesell@united.com

FCT *(Future Concepts Team):*

Esther Bryant (FAA) & Frank Oley (Industry) co-leads.



Frank Oley

The FCT has been assigned a task and we are “over the moon” excited about it! Our team will explore the opportunities associated with “CDM in the cockpit.” This work will explore existing gaps and the potential benefits of shared situational awareness via improved weather technology extended to the cockpit. Initially, this exploration will be limited to collaborative decision making and shared situational awareness improvements.

The FAA’s NextGen weather objectives aim to improve weather forecasting and translation of weather information into a modernized information management service helping controllers and flight operators in the decision making process. Such objectives aim to extend weather information to the cockpit with the goal to improve shared situational awareness between flight operations, the cockpit, and air traffic control. The timely availability of meteorological information supports advanced global air traffic management concepts agreed upon by ICAO, Single European Sky’s ATM Research (SESAR), and NextGen—FAA.

Watch for an update in June 2019!

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foley@airlines.org

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Upcoming Subteam Meeting Information and the 2019 General Session in May

CAT	May 14
FCT	TBD
FET	April 23-25, May 13,14
WET	April 23-25, May 13-14
PET	April 10-12
SCT	Telcon April 9, Meeting May 13-14



Things to do while in DC? Editor's suggestion— It just so happens, that Monday is "Federal Workforce Day". Lol, support your federal co-lead???? And Wednesday is weather day. Invite the WET to a day game and they can explain the SREF to you in between balls and strikes!



<p>14</p> <p>M</p> <p>vs. Mets 7:05 pm EDT <i>Federal Workforce Day</i></p> <p>➡ ❄️</p>	<p>15</p> <p>M</p> <p>vs. Mets 7:05 pm EDT <i>Trea Turner Bobblehead</i></p> <p>➡ ❄️</p>	<p>16</p> <p>M</p> <p>vs. Mets 1:05 pm EDT <i>SPECIAL EVENT TICKET REQUIRED: Weather Day</i></p> <p>➡ ❄️</p>
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Save The Date! NASA ATD-2 Industry Workshop to be Rescheduled

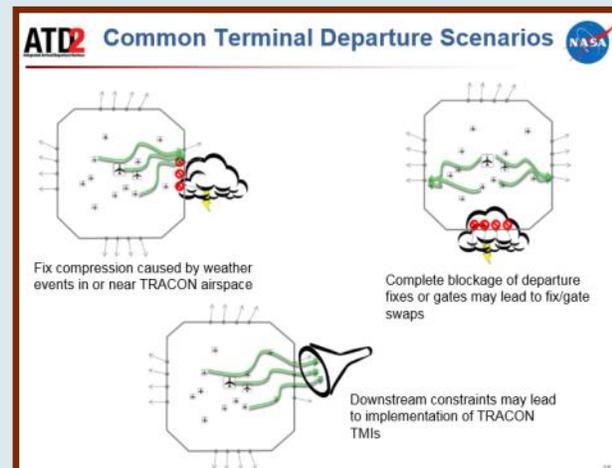
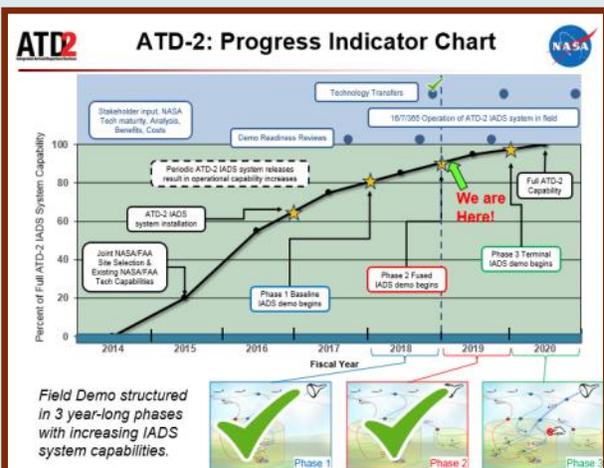
NASA will be hosting an informational workshop that will provide an in-depth understanding of the transformational capabilities of future air traffic management systems. This event is in the process of being rescheduled from its original date. As of publication of this newsletter, NASA is looking for space to host their event in the DFW area around the first or second week of September 2019. The ATD-2 project team has developed an integrated arrival/departure/surface (IADS) technology which has been demonstrated in the operational field environment and high-fidelity simulations. This one-time workshop will convey lessons learned from these demonstrations and give you the opportunity to engage in-person with the NASA ATD-2 team. Knowledgeable presenters will guide you through the systems and data that will be coming to your favorite airport soon. Since the new year, there have been numerous requests to transfer the ATD-2 SWIM related content and lessons learned as soon as possible. We are happy to announce that NASA is teaming with the SWIM Industry FAA Team (SWIFT) **to transfer the SWIM related material during the May 21-22 SWIFT meeting**. The current plan is that NASA will brief on the 2nd day of this SWIFT meeting, but the agenda is still being finalized. This meeting will be held at Southwest's facility in Dallas (thanks Southwest folks!). We would encourage all who are interested in this portion of the ATD-2 transfer to take advantage of this opportunity. From the NASA perspective, the SWIFT seems like a great (and recurring) mechanism to transfer these types of lessons. See the SWIFT website for announcements https://www.faa.gov/air_traffic/technology/swim/swift/ or contact SWIFT@faa.gov if you have any questions related this this event.

More information can be found here:

<https://aviationsystems.arc.nasa.gov/atd2-industry-days/>

See the detailed agenda here:

https://aviationsystems.arc.nasa.gov/atd2-industry-days/ATD2_Industry_Agenda_20181030v1.pdf



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CDM ACRONYM SEARCH

AAR
 ADVZY
 AFP
 AOCNET
 ARTCC
 ATCSCC
 ATCT
 ATFM
 AWC
 BEBS
 CDM
 CONUS
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 PERTI
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 TRACON
 TSD
 VACAPES
 WJHTC

A	P	V	W	H	O	A	C	D	M	C	T	T	U	W	C	E	X	L	Q	A	J
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J	G	T	U	G	C	T	N	S	R	V	D	H	F	A	A	T	J	W	M	Z	I
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X	L	Q	Q	F	C	P	A	P	F	A	D	G	P	Z	R	M	S	O	G	X	H
Y	U	L	N	C	C	F	E	I	C	P	T	E	X	E	Y	Q	O	Z	M	F	K
Z	E	K	E	M	F	S	V	R	A	K	U	L	X	L	M	D	V	B	V	W	R
L	Z	P	C	X	Y	A	B	J	P	A	L	J	J	W	Q	W	Y	C	H	W	G

For the kiddos: Hours of entertainment.
 You can thank me later!



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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!

