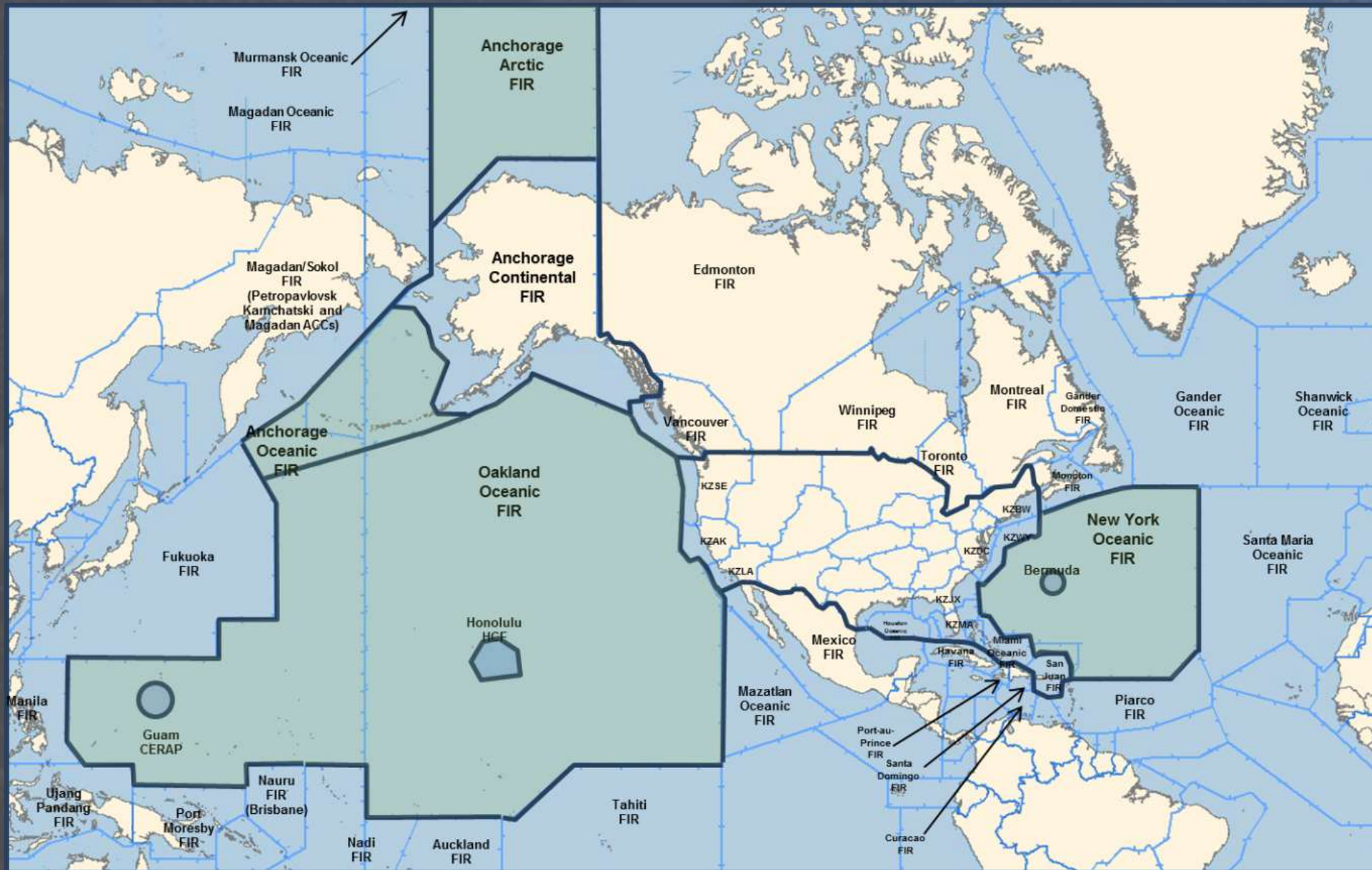
A large commercial airplane is shown from a low angle, flying towards the right. The sky is a mix of orange, yellow, and blue, suggesting a sunset or sunrise. The airplane is silhouetted against the bright sky. The title text is overlaid on the bottom left of the image.

Role of Collaborative Decision Making (CDM)



**Federal Aviation
Administration**



Daily interaction with 18 foreign ANSPs, 29 FIRs and 4 TMAs



21
AIR ROUTE TRAFFIC
CONTROL CENTERS



147
TERMINAL RADAR
APPROACH CONTROL
FACILITIES



520
AIRPORT TRAFFIC
CONTROL TOWERS



14,000+
AIR TRAFFIC
CONTROLLERS

How things without CDM look like

4



History of CDM

CDM traces its origins to September 1993, when the Federal Aviation Administration (FAA)/Airline Data Exchange (FADE) experiment highlighted the benefits of airspace users providing updated schedule information, allowing for improved decision making by Traffic Flow Managers.

Officially formed in 1995, the CDM Program is a joint/government industry initiative which has worked to develop new technology and procedures to ensure a safe and efficient air space system beneficial for everyone: the aviation community and the flying public.

CDM Requirements

CDM membership is limited to those flight operators who are willing to connect to the CDM interfaces and submit electronic updates of their flight schedules prior to filing the flight plan

CDM also includes other ANSPs in Cross Border CDM

- ✓ **Nav Canada and SENEAM (Mexico) use the same ATFM automation platform. Canada delays US flights and the US delays Canadian flights**
- ✓ **FAA participates in the Western Hemisphere Cross-Border ATFM group CANSO ATFM Data Exchange Network for the Americas (CADENA)**

www.cadenaois.org

CANSO CADENA Delays

? Information Regional TMM 4 Active Reroutes 0 ✈️ Delays 0 Advisories 17 Español

Regional Operations Plan

- ▼ OFNAC Haiti: 01/Jun/2025 13:21
 - Anticipated Demand Information LOW
 - TMM Planned NONE
 - Urgent Advisory NONE
 - Weather - TAF MTPP 011100Z 0112/0212 11014KT 7000 FEW024 S
 - Volcanic Ash NONE
 - Constraints NONE
 - Special Events NONE
 - Equipment Outages - ILS RWY 10 U/S NOTAM A0025/25
 - Other - RWY 08/26 CHANGED TO 1873M X 25M, NEW DECLARED
 - ADP [ADP File](#)
- ▼ JCAA Jamaica: 01/Jun/2025 13:18
 - Anticipated Demand Information MEDIUM
 - TMM Planned ALL TRAFFIC DEPARTING MIAMI DESTINED BOGOTA

www.cadenaois.org

CADENA OIS

ATFM Daily Plan

Information

Regional TMM

Active Reroutes

Delays

Advisories

ANSPs

Airlines

Airports

TTCAA Trinidad & Tobago

Click here to open ANSP NOTAM Page

ATFM Daily Plan Updated - 01/Jun 11:57

Anticipated Demand Information MEDIUM

TMM Planned A0713/25 NOTAMN TFFR FLOW CONTROL PROC ACT FOR ALL TFC ENTERING TFFR TMA SEE NOTAM FOR DETAILS; SFC-F245 1100-2359 TILL 2506012359.....A0650/25 NOTAMN TFFF FLOW CONTROL PROCEDURE ACTIVATED DUE TO THE USE OF A NEW SYSTEM, SEE NOTAM FOR DETAILS; SFC- F245 TILL 2506012359 A0649/25 NOTAMN TFFF FLOW CONTROL PROC ACT DUE TO STAFF SHORTAGE AND THE USE OF A NEW SYSTEM. DISTURBANCES WILL AFFECT ATS SERVICES AT MARTINIQUE AIME CESAIRE AIRPORT. SFC - FL245 TILL 2506011759

Weather NONE

Constraints A0448/25 NOTAMN TFFR DISRUPTION OF ATS IN GUADELOUPE, SEE NOTAM FOR DETAILS; SFC-F245 DLY: 0300-1100 TILL 2507021100.....A0473/25 NOTAMR A0007/24 TFFR RWY 12/30 CLSD TO ALL TFC EXCEPT STATE HELICOPTERS; DLY: 0300 – 1100; TILL 2506301100.....A0604/25 NOTAMN TFFF RWY 10/28 CLOSED DUE TO WIP, SEE NOTAM FOR DETAILS, DLY: 0230-1000 TILL 2507111000.....A0391/25 NOTAMR A0319/25 TLPC AD HR OF OPS REDUCED SEE NOTAM FOR DETAILS, DLY: 1200-2359; TILL 2506132359.....A0390/25 NOTAMR A0320/25 TLPL AD HR OF OPS REDUCED SEE NOTAM FOR DETAILS, DLY: 1200-2359; TILL 2506132359.....A0476/25 NOTAMN TVSA AD HOURS OF SERVICE ARE NOW 1000-0100; SEE NOTAM FOR DETAILS, TILL 2506300100 A0395/25 NOTAMN TVSU OPERATIONAL HOURS REDUCED DUE TO RECONSTRUCTION WIP, T1300 – SS; TILL 2506142200.....A0394/25 NOTAMN TVSU AD CONTROL TWR CLSD; TILL 2506142200 A0308/25 NOTAMN TAPA AD HOURS OF SERVICE DLY 1000 - 0400 TILL 2506020400

Special Events NONE

Equipment Outages A0348/25 NOTAMN TAPA NDB 'ZDX' 369KHZ WITHDRAWN FROM SERVICE DUE TO MAINT TILL; 250608160 A0506/25 NOTAMR A0190/25 TDPD NDB 'DOM' 273.0KHZ U/S; TILL 2507082359.....A0469/25 NOTAMN TFFF DME 10 CH36X U/S DUE TO MAINT. DO NOT USE, FALSE INFORMATION POSSIBLE. TILL 2506292359

Volcanic Ash NONE

Other A0588/25 NOTAMR A0137/25 TTZP DUE TO LIMITED VHF COVERAGE IN THE NORTH SECTORS OF TTZP FIR, PRIOR TO ENTERING PIARCO AIRSPACE, ACFT SO EQUIPPED CAN LOG ON TO TTZP FOR CPDLC OR OBTAIN NEW YORK HF RDO FREQ IN-USE AND RELAY VOICE REPORTS VIA NEW YORK HF TILL 2507262359

Coordination between Canada and USA

9



CDM Benefits

10

CDM membership allows participants access to aggregated demand data and tools the FAA has developed so the FMUs, Command Center, and flight operators have the same view of demand data and allows for collaboration on ATFM decisions to be data driven

CDM membership includes collaborative reviews of previous days operations and generates ideas for improvement. These reviews and forums are daily, monthly, and annually

CDM membership also allows flight operators to participate in tasks with the FAA to improve ATFM tools and techniques

CDM is expanding

11

More international and general aviation flight operators are joining

Airport authorities are joining as A-CDM expands

A CDM community has been established for Space Launch and Recovery operators

A CDM community for UAS/AAM/Upper E is being established

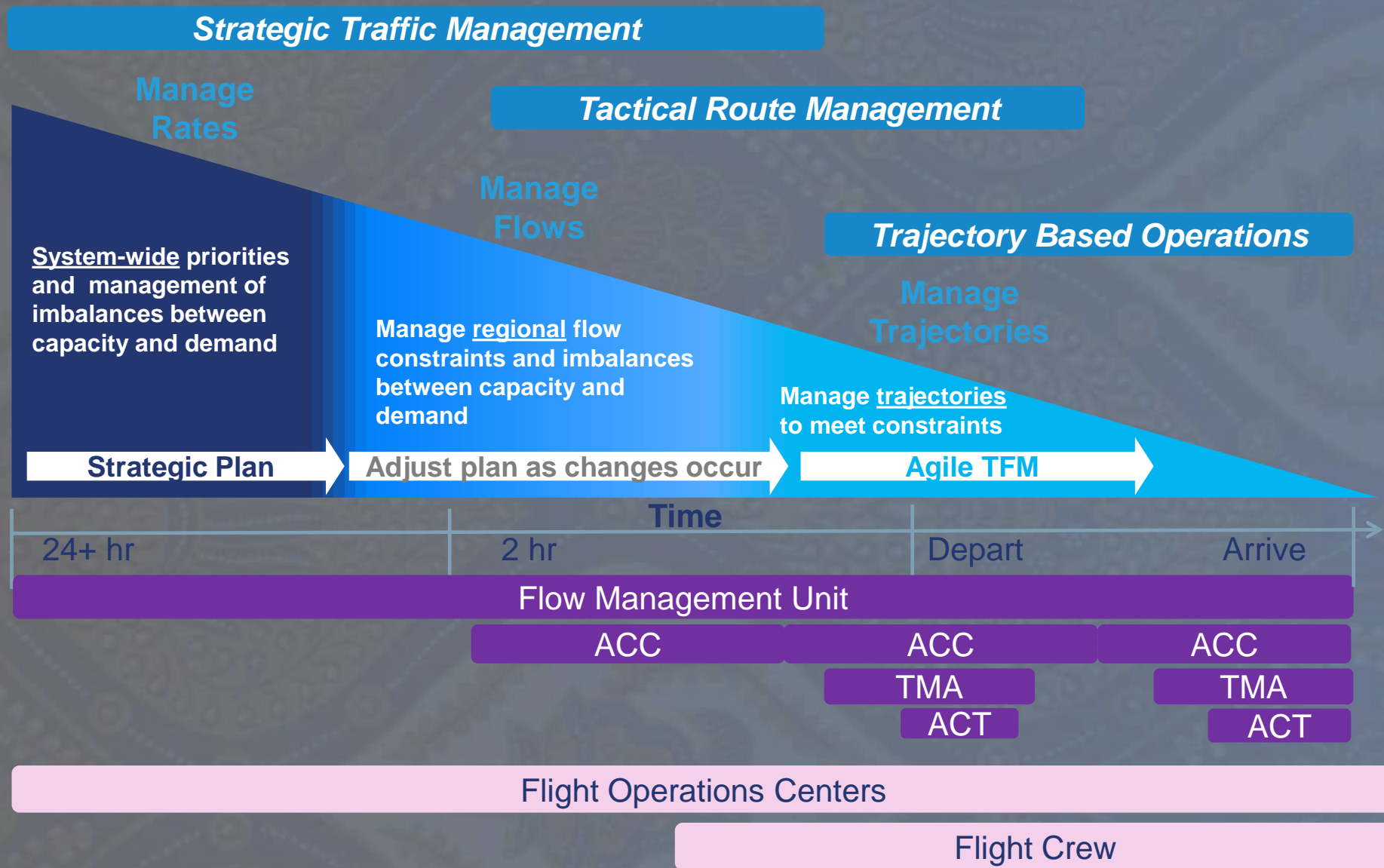
Eventually as these communities grow, they may be merged into the mature Aviation CDM, if the interests are common enough

cdm.fly.faa.gov/?page_id=663

Air Traffic Flow Management Planning Horizons

Information Uncertainty

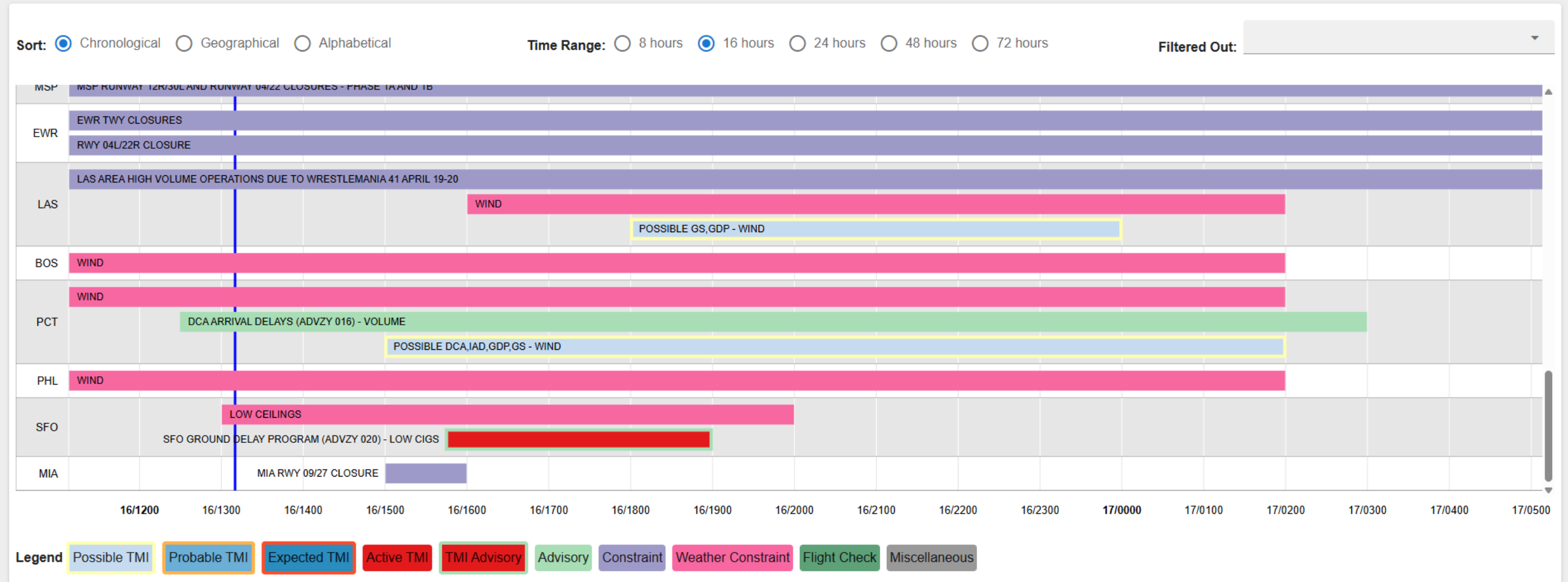
Decision Makers



Collaborative Planning Tool Case Study –

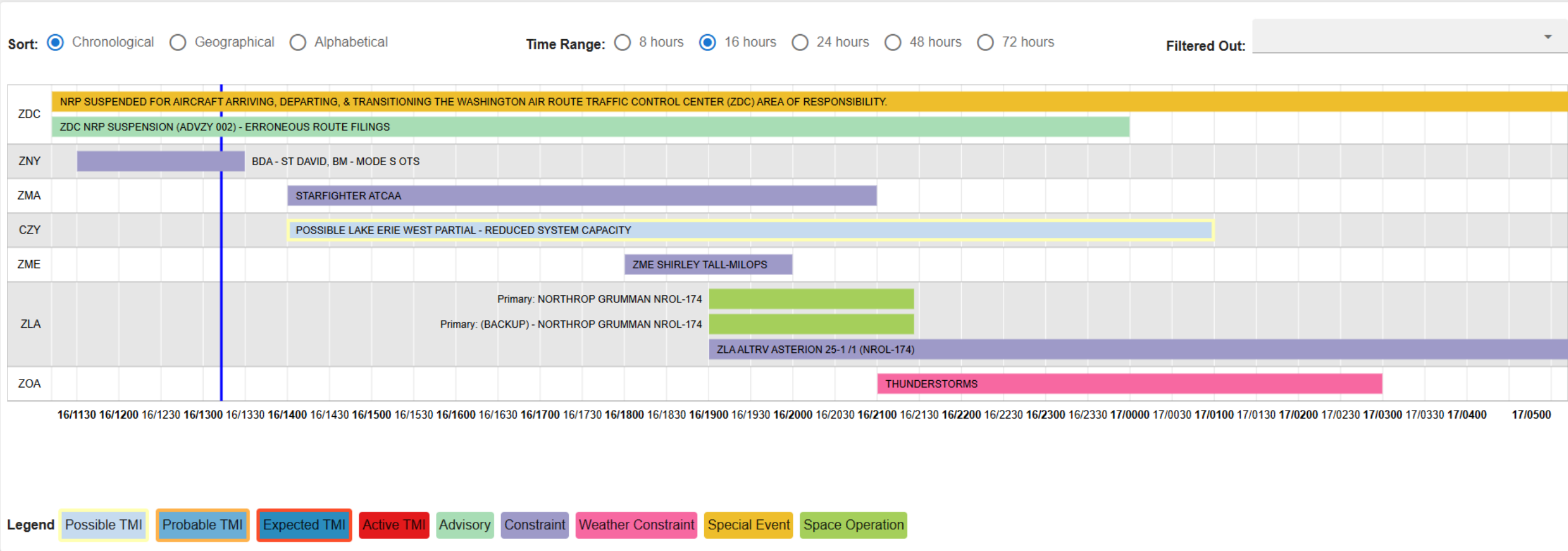
Portal available to FAA and CDM Members

Terminal Timeline



Enroute Constraints and TMMs planned/active

Enroute Timeline



Global Concerns and Links

Global

CANADA

| Element | Start | End | Impact |
|----------|------------------|------------------|--|
| EN ROUTE | 04-16-2025 1200Z | 12-31-2026 2359Z | POSSIBLE LAKE ERIE WEST PARTIAL ROUTES |
| CYUL | 04-16-2025 0800Z | 12-31-2026 2359Z | POSSIBLE APREQ FOR SMOOTHING DUE CONSTRUCTION. RWY 06R/24L CLSD 1400-1500Z |
| CYYZ | 04-16-2025 0800Z | 12-31-2026 2359Z | NO TMIS EXPECTED. |
| CYYC | 04-16-2025 0800Z | 12-31-2026 2359Z | RWY 17R/35L CLSD POSSIBLE APREQS DURING PEAK DEMAND |
| CYVR | 04-16-2025 0800Z | 12-31-2026 2359Z | RWY 08L AND 26R LDG NOT AUTH APREQS AS RQD FOR SMOOTHING |

ICELAND

| Element | Start | End | Impact |
|-------------------|------------------|------------------|----------------------|
| REYKJANES VOLCANO | 04-16-2025 0800Z | 12-31-2026 2359Z | AVIATION CODE YELLOW |

External Links

- [NAV Canada OIS](#)
[Cadena OIS](#)
[EUROCONTROL NOP](#)

Upcoming Space Launch/Recoveries

Space Operations

| SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|--|--|-------|--|--|
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | | | Primary: NORTHROP GRUMMAN NROL-174 Primary: (BACKUP) - NORTHROP GRUMMAN | | | Primary: SPACEX NROL-145 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | Primary: SPACEX CRS-32 | Primary: SPACEX BANDWAGON - 3 | | | Primary: SPACEX SL 6-74 Primary: SPACEX STARLINK 11-9 | |
| 27 | 28 | 29 | 30 | May 1 | 2 | 3 |
| Primary: FIREFLY 006 | Primary: SPACEX STARLINK 12-23 - TENTATIVE Primary: SPACEX STARLINK 15-3 - TENTATIVE Primary: ULA KA-01 | Primary: SPACEX STARLINK 12-10 - TENTATIVE Primary: ULA USSF-106 - TENTATIVE DATE | Primary: SPACEX STARLINK 6-75 - TENTATIVE | | | Primary: SPACEX STARLINK 15-4 - TENTATIVE Primary: SPACEX STARLINK 12-19 - DATE ANNOUNCED |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Primary: SPACEX STARLINK 6-84 - TENTATIVE | Primary: STARSHIP FLT 9 - TENTATIVE DATE | | | | | |

Special Events

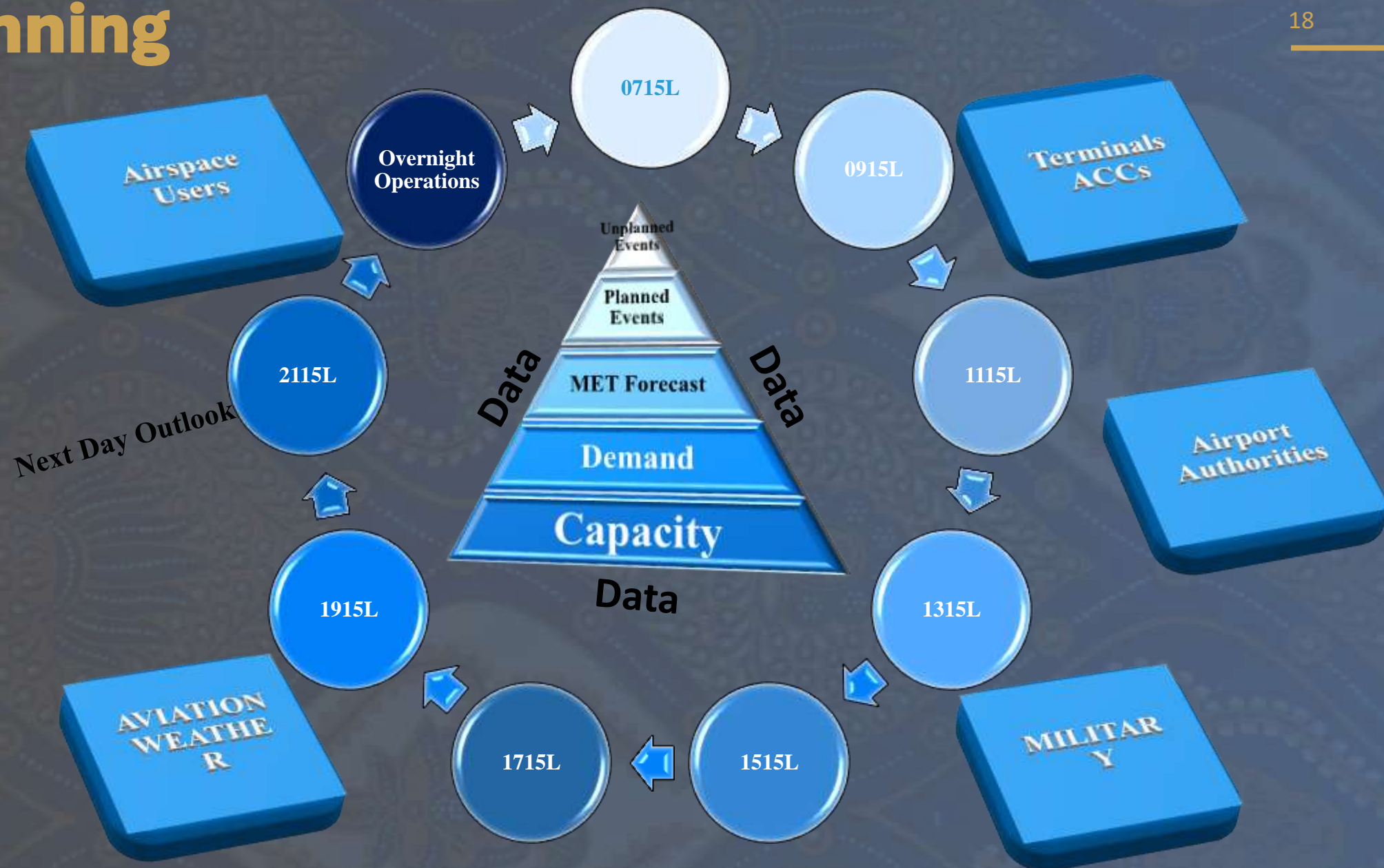
Miscellaneous Calendar

TODAY

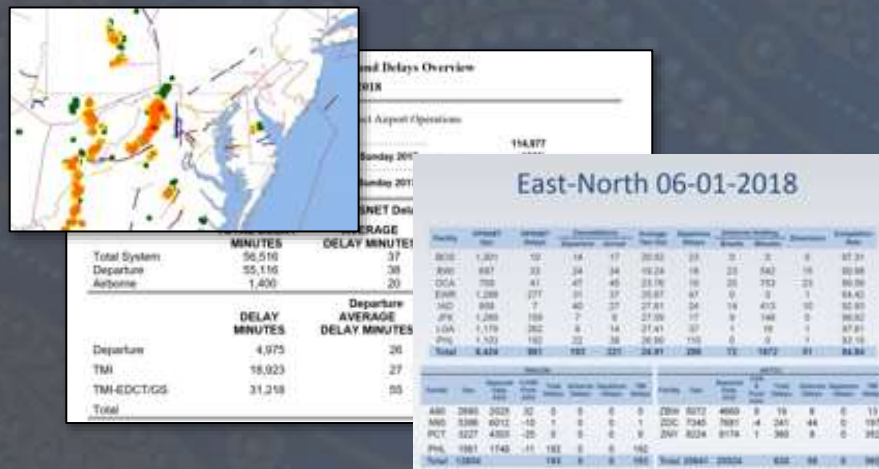
< > Apr - May 2025

| SUN | MON | TUE | WED | THU | FRI | SAT | |
|------------------------------------|------------------------|----------------------------|-----|---------------------------------|---------------------------------|------------------------|------------------------|
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
| NEW YORK CITY SCHOOLS SPRING BREAK | | | | EASTER WEEKEND | | SNOWBIRD VOLUME (8188) | |
| | | | | MODERATE SNOWBIRD VOLUME (8680) | MODERATE SNOWBIRD VOLUME (8558) | | |
| | | | | | | | |
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| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | |
| EASTER WEEKEND | | 2025 NFL DRAFT - GREEN BAY | | | | | |
| MODERATE SNOWBIRD VOLUME (8859) | SNOWBIRD VOLUME (8024) | SNOWBIRD VOLUME (8356) | | | | | SNOWBIRD VOLUME (8404) |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| 27 | 28 | 29 | 30 | May 1 | 2 | 3 | |
| 2025 NFL DRAFT - GREEN BAY | | | | | | | |
| MODERATE SNOWBIRD VOLUME (8706) | | | | | | | |

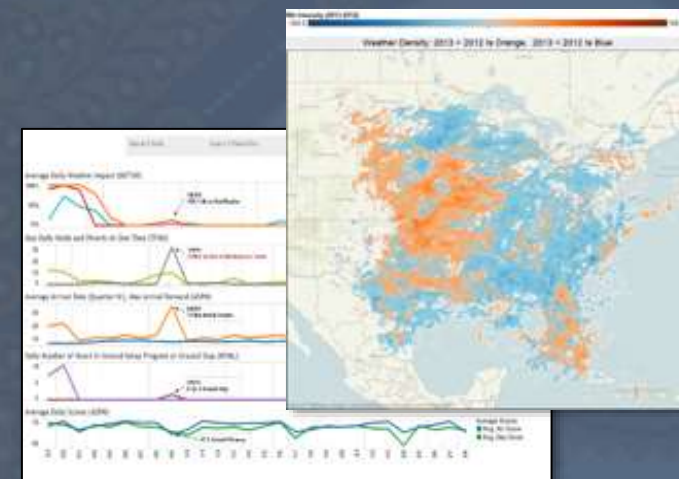
ATFM Planning



Empirical Data



Traffic Managers, Flight Operators, Quality Assurance Specialists



**Traffic Managers, Airspace Managers,
Analysts, Quality Assurance, Safety, Flight
Operators, Research Organizations**

Next Day

Monthly/Seasonal

Use previous day performance analysis to identify areas to improve on, and areas of good performance to repeat when appropriate

Long term trend analysis to drive airspace optimization and review TFM actions and results

Thank you