CDM Sub-Teams

Flow Evaluation Sub-Team (FET)

The FET is tasked to increase system efficiency by reducing route coordination time and improving system planning. This Sub-team works to develop Traffic Flow Management (TFM) enhancements and procedures related to the en route domain.

Sub-team Website:
http://cdm.fly.faa.gov/Workgroups/route_eval.html

Future Concept Sub-Team (FCT)

The FCT is tasked to define and develop integrated technologies and procedures that allow the dynamic routing of flights and management of traffic flows to avoid congestion, weather, and other situations with a minimum of delay in a collaborative process between the FAA and NAS users.

Sub-team Website:
http://cdm.fly.faa.gov/Workgroups/ice-fm.html

Weather Evaluation Sub-Team (WET)

The WET provides recommendations to the CSG with respect to weather forecast products and procedures for use in TFM operations.

Sub-team Website:
http://cdm.fly.faa.gov/Workgroups/weather_eval.html

Ground Delay Program Enhancement (GDPE)

The GDPE team is responsible for identifying, developing, and implementing procedures to make flight arrivals into airports and departures from airports more efficient.

Sub-team Website:
http://cdm.fly.faa.gov/Workgroups/gdpe.html

Surface CDM Sub-Team (SCT)

The goals of the SCT are to improve collaboration and information sharing related to surface activity to improve on the predictability, efficiency, and safety of Airport Surface procedures.

Sub-team Website:
http://cdm.fly.faa.gov/Workgroups/surface.html

CDM Training Sub-Team (CTT)

The CTT has been tasked to provide training designed to ensure greater common situational awareness, system consistency and improved efficiency within the Traffic Flow Management System (TFMS).

Sub-team Website:
http://cdm.fly.faa.gov/Workgroups/CDM_Training.html

Additional Information

CDM Website
http://cdm.fly.faa.gov/

Federal Aviation Association (FAA) Website
http://www.faa.gov

Operational Information System (OIS)
http://www.fly.faa.gov/ois

Traffic Flow Management (TFM) Learning Center
http://TFMLearning.fly.gov

CDM Spring Training
http://cdm.fly.faa.gov/Training/spring_training.html

Recommended Spring Training documents available:

- TFM in the NAS
- CDM Glossary of Terms
- Acronym Cheat Sheet for ATC Coordinators

Contact Information

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CDM Website: http://cdm.fly.faa.gov/

Collaborative Decision Making

Improving Air Traffic Management Together...

CDM Website: http://cdm.fly.faa.gov/

COLLABORATIVE DECISION MAKING

What is CDM?

Collaborative Decision Making (CDM) is a joint government/industry initiative aimed to improve the Air Traffic Management (ATM) through increased information exchange among various parties in the aviation community. Hosted by the Airline Transport Association (ATA), the success of CDM is directly related to the participation and commitment of representatives and subject matter experts (SMEs) from the government, general aviation, airlines, private industry and academia who are working together to create technological and procedural solutions to traffic flow problems that face the National Airspace System (NAS).

CDM History

In 1993, FADE experiments (Federal Aviation Association (FAA) /Airline Data Exchange) proved that having airlines send updated schedule information to the FAA would positively impact air traffic management decision making. Officially formed in 1995, CDM has evolved from this same principle, believing that shared information on all sides will create a NAS beneficial to everyone.

The CDM Secret to Success

The success for CDM collaborative efforts is made possible by the framework of innovative sub-groups and meetings that stimulate the generation of ideas, test/evaluation, development, and implementation of products and processes. CDM provides FAA and Industry training for all CDM procedures, systems, and new technology that are deployed.

The CDM leadership team, **CDM Stakeholders Group (CSG)**, provides recommendations to the FAA on CDM priorities and activities, oversees the general direction and mission of CDM, and provides prioritization and tasking on possible procedures, systems, and new technology towards enhancing system efficiencies for the NAS. The CSG forms **Sub-teams** with specific tasking to develop options for potential opportunities that may be presented to the FAA for action. Sub-teams generally converse on a weekly or monthly basis. Cross collaboration between sub-teams is achieved with the bi-annual leadership summits consisting of sub-team leads and CSG members.

General CDM meetings also promote the flow of information between the FAA and industry not only within the US but also on an international level. General meetings are held bi-annually in the spring and fall allowing sub-teams an opportunity to present their task progress and evoke feedback to the CDM community.

Strategy Session meetings are held to bring together FAA and Industry personnel in a small group to review select “problem” days in the NAS from previous years. Strategy Sessions energize the debate of how to best improve performance in the NAS. These meetings have encouraged promoting a consistency between Air Traffic Control (ATC) facilities, improving communication between controllers and the customer by understanding different perspectives and impacts on daily operation.

CDM Road Shows are expected to be an opportunity for CDM leads and CDM participants to provide CDM exposure to academia as well as state and local aviation authorities within the US and perhaps even internationally.

The Surface CDM Sub-Team (SCT) and EUROCONTROL Airport CDM Team at their June 2009 meeting at EUROCONTROL facilities in Brussels, Belgium.

Recent CDM Accomplishments

- Flight Schedule Monitor (**FSM**), (2000)
- Post Operation Evaluation Tool (**POET**), (2000)
- Flow Evaluation Area (**FEA**) / Flow Constraint Area (**FCA**) Procedures, (2004)
- Popup Management, General Aviation Airport Program (GAAP), Expect Departure Clearance Time (**EDCT**), Change Request (**ECR**) Tool, (2005)
- Airspace Flow Program (**AFP**),(2006)
- Playbook/Coded Departure Route (**CDR**) Improvements, (2006)
- Improvements to the Collaborative Convective Forecast Product (**CCFP**), (2006)
- Adaptive Compression, (2007)
- Common Constraint Situation Display (**CCSD**), (2007)
- Special Traffic Management Program, (**eSTMP**) Reservation/Confirmation Completely Automated Public Turing Agent to tell Computers and Humans Apart (**CAPTCHA**) System, (2007)
- Integrated Collaborative Rerouting (**ICR**), (2008 / 2009)
- CCFP/ Localized Aviation Model Output Statistics (**MOS**) Program (**LAMP**) Hybrid (**LCH**) Prototype, (2009)
- Integrated Program Modeling (**IPM**), (2009)
- Initial Modification of National Playbook to include Area Navigation (**RNAV**) Routes, (2009)
- Reroute Monitor, (On-going)
- Annual Collaborative Training, (On-going)
- Analyzed the use of Re-Route Impact Assessment Tool (**RRIA**) and other modeling tools in Collaborative Planning, (On-going)
- System Enhancements for Versatile Electronic Negotiation (**SEVEN**) Concept SEVEN is a Traffic Flow Management (TFM) software enhancement that allows for the electronic negotiation of routes based on user-submitted preferences. (Concept refinement in 2009)