

NEWS

And Current Events



CDM
Collaborative
Decision Making

December 2018

Improving Air Traffic Flow Management Together

Individual commitment
to a group effort

This is gingerbread →



A Message From CDM Leadership: New Year! New Opportunities! — *by Greg Byas*

As with any turn of the calendar from December to January, we often look at resolutions for a new year. Unfortunately, most of our personal resolutions are out the window by the end of January if not sooner. This year in particular, in our professional lives, we have the challenge of the ongoing funding issues to contend with and yet the work goes on. Prior to the holidays, our subteams were very busy with various tasks and it's time to keep the momentum going. The expertise of our subteams' members is in high demand as new technologies and procedures continue to roll out. ITBO, NEC, PERTI enhancements, just to name a few. Phil and I are committed to keeping us on track and making sure the goals of CDM continue to be realized. January is

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Spotlight! From the Editor: Tim Stull Retires!

Tim Stull became involved in CDM in 1996. All these years later, he reflects that CDM was, and still is, a "conversation". To quote Tim, "We talked to each other."

Editor: Tim, what did you learn along the way during all these years of conversation?

Tim: We listened. We didn't tell each other how to do our jobs, or blame each other for how an event went, because that was an unproductive conversation (and it still is). Rather, we told each other what we needed to make the NAS a better place to operate in and serve the needs of the people who needed to and wanted to fly. First we discov-



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To 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



Collaborative Decision Making

December 2018



NEWS *And Current Events*

2008 ... (Continued from page 1)

ered if we were honest and didn't hold back, more often than not, we achieved consensus. Ok, we could vote on it, and we tried that. But that got a little boring because if we really talked through the issue de jour, we agreed and got better results.

Second, we found that efficient operations within the airspace are usually the result of the economics of making the most of what you have left (resource sacristy). The allocation of a scarce resource (in this case constrained airspace) is what CDM lets us all be a part of. The stakeholders collaborate with the FAA every day to make the stewardship of the NAS as efficient as it can be given the situation. If it isn't as efficient as it could be today, we note it and strive to do better tomorrow. Voilà, a continuous process to improve! Collaboratively, we achieve a much better balance of capacity and demand than could have ever been without the CDM "conversation". The flying public benefits. We all win. This is the essence of CDM. We are all smart people and the sum or our (fearless) discussions can be amazing.

Editor: Tim, what is your biggest take away?

Tim: The "CDM" moniker has been applied in many places in the world and I am fine with that. Though I am a "plank holder" of some of the earliest CDM efforts in the USA, I have no pride of authorship. It works and makes the system better and that is good enough for me. At the end of the day though, it is, and should always be, a conversation. You talk, and listen. You check your ego or authority at the door and then talk to each other about what is safe and workable. Then you achieve consensus and put it into action. CDM

exists where the rubber meets the runway. Our needs are not mutually exclusive. For the most part they are complementary and often synergistic.

Editor: Congratulations to you and your wife, Laurie. I've enjoyed hearing your stories about the hanger-home and your future plans.

Tim: I am so grateful for having been part of it all. CDM is a valid model for NAS system improvement and is totally dependent on the input from smart people who want the system to be a better place. Never give that up!



A Tribute to My Friend and Mentor, Tim Stull—from Gary Dockan

American Airlines ATC Coordinator, ATC Liaison / CDM Airline Industry Training Lead



I want to take a moment to recognize a man who is supportive, compassionate and passionate about CDM and the people that make up CDM. This man has a great capacity for understanding the complexities of our industry. He has been a facilitator and an innovator in CDM's evolution. He has been tireless in his efforts to make a better, safer and more efficient NAS. Tim Stull is retiring at the end of December,

2018, and with him he will take a tremendous career that included



stents as an Air Traffic Controller, Director of Air Traffic and Airfield Operations for Continental, UPS, United Airlines US Airways and American Airlines. Even though his retirement will create a great vacuum for us, his new focus will be with his wife Laurie and the adventures they will create out of their new condo-hangar home at Hicks Field in Ft. Worth, TX, complete with aircraft.

Tim is a motivator and an encourager. I want to share with you one of Tim's last notes to me after he asked me to set up a meeting to form 7 action item teams for our ATC Desk at American Airlines before he left. I was a little overwhelmed with the workload. Tim saw that I needed motivation for the tasking so he wrote me the following....

There is no try, only do (Yoda, my hero said that... kind of looks like you, only better skin).

-Gary



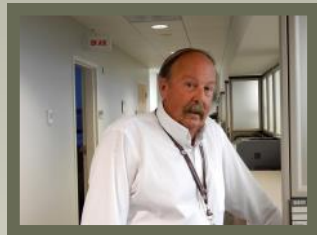
NEWS *And Current Events*

Subteam Updates

CTT *(CDM Training Team):*

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

The next 50113 class is January 8-10 (editor's note: the January class was cancelled; the next class is scheduled for Feb 5-7). We advise, if you would like to attend a future class, please let us know or get ahold of Ed Corcoran from the ATCSCC training office. Our team would like to remind all subteams to remember the training aspect of all recommendations as they shake out from tasks. Do not forget that training is so often overlooked when it truly is the most important thing to consider. Please remember to check the tfmlearning.faa.gov website often to see if anything new has been added, and if you have not checked out the videos that were added a while back; check them out! They can be found on the [CDM website](#) as well. Keep the CTT in mind for any potential training material



Joe Dotterer

to add to the Spring 2019 Training package. CDM Spring Training is usually held around the end of April, but a venue still needs to be

found. We would like to remind all teams to also start thinking about what should be included in the 2019 SWAP Training slide decks. Teams should give contributions to Gary by March. Please contact the CTT if you have any ideas or concerns.

For further information about CDM training contact:

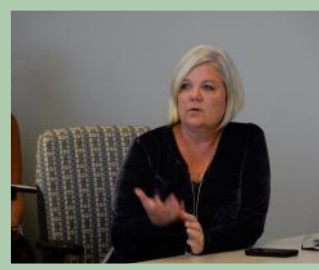
gary.dockan@aa.com

joe.dotterer@faa.gov

CAT *(CDM Automation Team):*

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

The team held a telcon in early December to brainstorm some ideas to present to the CSG. As is often the case, when you go looking for work, you often find it. There have been two tasks proposed for the CAT and we will be meeting in January to begin working on them. We are looking forward to rolling our sleeves back up and getting to work.



Jill Sparrow

If you are new to traffic management our first task dealing with the Traffic Flow Management System (TFMS) deserves a little background. TFMS is a data exchange sys-

tem for supporting the management and monitoring of traffic operating within the National Airspace System (NAS). The system serves as an information exchange receiving flight schedule information from Industry, it forecasts demand, and helps resolve airspace and airport congestion issues. The same information of demand and predicted congestion, as well as solutions is shared with the flight operators to promote shared situational awareness of operations throughout the NAS as well as internationally. The TFMS serves over 600 users at FAA sites, military, flight operators and other aspects related to the flight operations industry. The TFMS Customer Help Desk acts as a resource for problem solving including the generation of "trouble tickets" that are assigned a priority/severity based on the impact to the TFMS. Currently there is no resource available for sharing open ticket information including proposed solutions that would be useful knowledge to stakeholders. Such availability would also avoid the redundancy of users taking the time of Help Desk personnel opening tickets with issues which are already recorded. The CDM Automation Team (CAT) will analyze and, using their experiential knowledge, 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 will also make recommendations demonstrating the need for open ticket information to be available to users.

Our second task is one in which we will take a thorough look at aspects of the National Traffic Management Log (NTML). The NTML is a resource residing in the Traffic Flow Management System (TFMS) platform for FAA facilities to coordinate and communicate events that have an impact on the NAS. Information submitted to the NTML is a free-text type format

Coming soon:
2019 Spring Training

We are working on the date and venue for CDM Spring Training....



NEWS *And Current Events*

Subteam Updates *(Continued)*

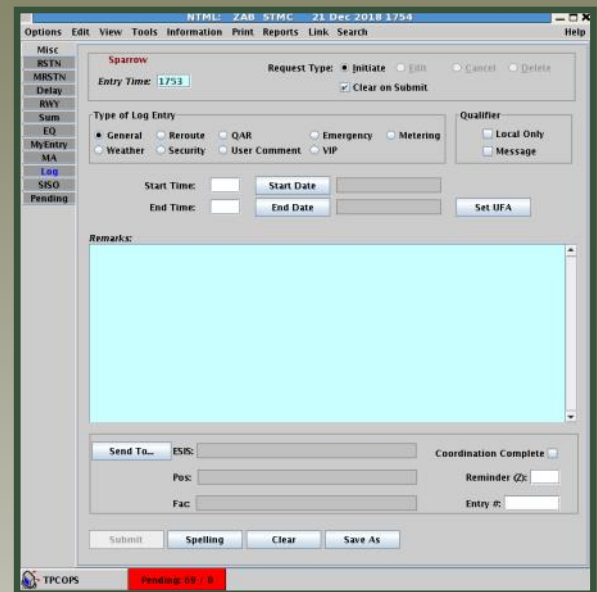
CAT *(continued):*

based on guidelines provided in the JO7210.671. Although consistent in practice, the actual methodology varies from facility to facility. Some NextGen capabilities are dependent on the information provided in the NTML for operational predictions. For this reason our work on this task is quite important and it is fivefold. First, we will assess current operational capabilities, which utilize NTML data. Second, we will assess NextGen capabilities expected to access NTML information in the future. Next, we will provide a documented analysis which describes the tools using NTML, the information accessed and findings realized resulting in shortfalls (or benefits). Finally, we will engage with applicable stakeholders to provide input and validation of our results and generate a report.

For further information please contact:

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ATD2 Terminal Restrictions and Pass Back Delay

- ATD-2 system monitors for surface delay either because of volume or TMI
- Terminal personnel enter the restriction at the terminal boundary into NTML and/or ATD-2 web based interface. Restrictions have a start time and may have estimated stop time.
- The system immediately begins estimating delays at the terminal boundary, which are passed back to the surface

Example of 4 departures routes restricted into 1 with 10MIT

One the challenges with using NTML data for other technologies is that there are free text entries, such as the miscellaneous tab, and areas on other tabs, i.e. the 'justification' section of the multiple restriction (MRSTN) tab. It is very difficult to query free text in a database. For example, if you were looking for data on a particular arrival flow, in free text areas, a facility TMC could have referred to the flow as 'arrivals', 'arrvs', 'LTFC', 'traffic destined', 'traffic dest', etc. So one would have to be aware of multiple various terms, yet could still be missing some of the data in a query. Our task is to find out if this can be rectified.

The hope is, future technologies which are in testing today will someday ingest information from the NTML, to cut down on APREQ phone calls and hotline confusion.



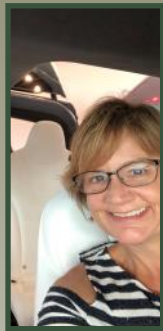
Subteam Updates

(Continued)

SCT (Surface CDM Team):

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

Our team had a very busy quarter beginning with the departure of our co-lead over the previous nine months. Brian Gault had to step down as FAA lead due to a new position in the Detroit ATCT. So



Jadyne (me) (SCT)

for now, I am filling in. We held a meeting in CLT in October to get a look at the surface metering demonstration taking place there with NASA. I wasn't sure if everyone on the team had had a thorough look at it. The day began with a welcome from Pete Slattery who showed us the equipment now in use in both the tower and the TRACON. We toured in groups while the other half sat down in a conference room with *Air-space Technology Demonstration 2* (ATD2) Surface Trajectory-Based Operations (STBO) and the Ramp Traffic Console (RTC) training equipment while Isaac from NASA gave us a few of the highlights of it. We learned that the new tower in CLT opens in spring of 2020, the ATD2 equipment will go away September 30, 2020, and CLT TDFM implementation is not scheduled until August of 2021. From Ben Marple, (FAA,) we learned that peo-

ple are taking a look at the problem of CLT being without the equipment they have become accustomed to in the interim. From Bernie Davis (AAL) we learned that the FAA and Industry are working way more collaboratively with this equipment. CLT now has a local surface team that meets to address issues between all stakeholders including the airport management. This is a best practice/ best lesson learned by CLT that Bernie and Pete Slattery think should be duplicated elsewhere. Thanks goes to Pete for all his enthusiasm as he is now retired!

Our team is thrilled to now have a continuation of our task to stay involved in the NASA demo as it continues to look for ways to provide solutions to several problems in a complicated, multi-airport environment. Phase three has moved on to the Dallas metroplex. Stay tuned for exciting findings as surface metering-meets TOS -meets SWAP. This is hopefully going to be some awesome research!

For further information on the SCT feel free to reach out:

jadyne.m.seitz@faa.gov

robert.s.goldman@delta.com

FET (Flow Evaluation Team):

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

The FET met to discuss several tasks in October, November, and December. As part of Task **85/AFP Capacity and Strategies**, the FET was tasked with reviewing current AFP strategies. In our discussions, the team has determined several recommendations that could have a positive impact on system performance in the near-term snowbird season. This impact could benefit PHL



This quarter we said goodbye to our FAA lead, Al Mahilo, who has retired from ZOB. The new FAA lead is Mark Holben from the ATCSCC.

certain FCAs used for AFPs to be exempted or be given a lesser delay. In many cases, this involves the differential treatment of flights that can cruise at higher altitudes.

departures as well as a variety of other city pairs as part of the Northeast Corridor (NEC) initiatives.

FAA traffic managers and airline operations control staff agree that there ought to be opportunities to allow a subset of the flights currently captured in

(Continued on page 6)



Subteam Updates

(Continued)

(Continued from page 5)

FET (cont.)

Regarding the differential treatment of flights cruising at higher altitudes, in many cases this is an acceptable strategy for only a subset of the city pairs that are currently included in an FCA. At present, the FCA/FEA tool does not support filtering based on different combinations of departure airport/TRACON/ARTCC, arrival airport/TRACON/ARTCC and altitude within a single FCA. For example, there was general agreement that there are days when the weather constraint is in ZDC where flights from ZBW and ZNY flying above FL410 to the Caribbean could be allowed to fly unconstrained when FCAs are being used to control throughput at lower altitudes. Removing even this small number of flights from the FCA would benefit both those flights and the flights still captured in the FCA.

The team has provided recommendations for this task and will continue to work with ZJX to prove feasibility through some scenario work with ZJX controllers.

As part of tasking 88/NEC Traffic Flow Improvement, the FET has explored the pathfinder process to gain efficiencies not currently observed and provide a recommendation to the CSG on improving the Pathfinder process. Our recommendations were provided to the CSG in December and can be found on the CDM website. We are looking forward to

working on a new task with the Surface CDM team to assist in the integration of TOS submissions integrated with the surface metering demonstration in the Dallas Metroplex.

For further information about the Flow Evaluation Team :

estellings@nbaa.org

mark.holben@faa.gov

FCT (Future Concepts Team):

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



This quarter we welcomed Esther Bryant as the new FAA lead to the team. Esther is a new National Traffic Management Officer at the ATCSCC.

Esther Bryant—FAA

There has been some discussions in the CSG about several possible tasks headed the FCT's way, but nothing firm yet.

Watch for future FCT news in March 2019.

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Subteam Updates *(Continued)*

PET *(PERTI Engagement Team):*

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



Recognize these two in a line-up? Co-leads of the PET team during a break from a meeting at the ATCSCC

In early December, the team (PET) held our December meeting in Chicago where we determined a direction for the “R” in PERTI; the review process. The PET team listened to presentations from the WET CDM team on available weather tools, and their ability to help evaluate both the planning and execution phases of the PERTI process. In addition, other tools were discussed that might be able to assist in the process in the future.

In addition to the weather tools input received, the PET team decided to use a survey tool to help gather information from FAA facilities and stakeholders alike to better complete the review process. Through utilization of a survey tool, the PET team can gather necessary data to determine if appropriate traffic management initiatives (TMIs) were used to mitigate the constraint. Additionally, stakeholder data can be gathered to help determine if AFP filters are used properly and to maximize airspace utilization. These are just some exam-

ples of the data to be received to help better understand the impacts of TMIs.

The PET team is planning to meet next month in Dallas to continue further refinement of the review process. With input from local facilities in the Dallas area, the PET CDM team can complete the review process and begin reviewing events in February, 2019.

For further information:

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participants regarding the NWS’s monthly assessments of the TCF 4/6/8 hour forecast.

In December, we met with the PET team and provided them with briefings on some research work we received from Mike Mathews and David Dillahunt. The work has to do with creating a winter weather planning tool. Today, there is no known tool incorporating historical snow data for use as a guide for next day planning. The tool would need to involve

Correlation between Observed Snowfall and Operational Efficiency at Major US Airports



David Dillahunt
Southwest Airlines Co.

Michael Mathews
Washington CWSU - NWS



WET *(Weather Evaluation Team):*

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

The auto-TFM Convective Forecast (TCF) out to 30 hours has moved from “experimental” to “operational” at the NWS. In other news, we presented a task proposal to the CSG that will determine what assessment information should be routinely provided to CDM



Kevin of the Weather Evaluation Team.

collaboration between airlines and CWSUs and would decipher the varying degree of impact from airport to airport. We think this research has merit for PERTI planning and we are asking PET for feedback on their work.

For further WET information please contact:

kevin.l.johnston@faa.gov

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Making

NEWS *And Current Events*

From CDM Leadership :

(Continued from page 1)

behind us and we look forward to the next few months before our summer break to accomplish as much as we can. We are still planning our CDM General Session with dates and location to be finalized shortly. Right now, we are looking at early April if we can secure the venue we want. Thanks for all your hard work and here's to officially starting the new year!

~Greg

Upcoming 2019 Subteam Meeting Information

CAT	Jan 15-16	Feb 5-6 (telcon)	March 26-27
FCT			
FET	Jan 29—Feb 1	Feb 25-28	March 25-28
WET			
PET	Jan 22-24		
SCT	Jan 22-24	Feb 12 (telcon)	March 13,14 (proposed)
CTT			

Jeff Planty presents Mike Richardson with a retirement certificate and a flag that flew over the Command Center



We fondly say goodbye to Mike Richardson as he retires on December 31st. We welcome Paul Litke as the new director of AJR-1.

From CDM Leadership—Phil Santos

New Year's Resolution

That time of the year is upon us where New Year's resolutions are made. This occurs when we reflect on the past and look to the future with the intentions to change some things in our lives. In short, that is called taking inventory and being deterministic on improving oneself. While we all know most resolutions are rarely kept, some have been successful in achieving their goals by being resolute.

In the spirit of the New Year's resolution theme, I want to challenge all CDM members to take inventory and help the CDM community reach new heights in 2019. Greg and I are committed to this end. We are in the process of taking CDM inventory and in the coming months you will start hearing and reading about our activities and action plans.

We have accomplished many things in 2018 and feel that CDM is in a good place. Thank you all for making CDM a success and as strong as it is. Let's be resolute in taking CDM to the next level in 2019.

Happy New Year!

~Phil



Phil Santos- Industry CDM Lead, FedEx



NEWS *And Current Events*

Announcement!!!!

Er, correction....Postponed!!!!

January 22-24, 2019: NASA ATD-2 Industry Workshop (New date, TBA)

NASA is hosting an informational workshop that will provide an in-depth understanding of the transformational capabilities of future air traffic management systems. 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.

More information can be found here:

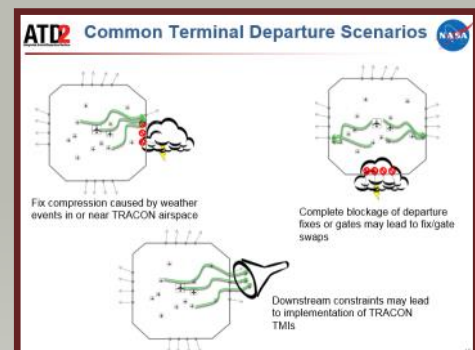
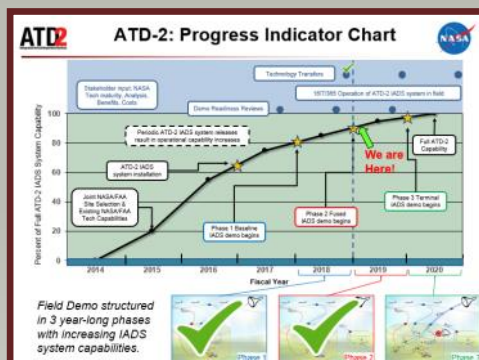
<https://aviationsystems.arc.nasa.gov/atd2-industry-days/>

See the detailed agenda here:

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

Please register soon to help us with planning:

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





Furlough Special Insert: The Year of Hygge, the Danish Obsession with Getting Cozy - taken from the New Yorker Magazine, Dec 2016

The Oxford Dictionaries' 2016 "word of the year" shortlist was heavy on neologisms that one wishes didn't have to exist: "alt-right," "Brexitteer," and this year's winning term, "post-truth." Among the finalists, though, there was one bit of solace: "hygge," a Danish term defined as "a quality of coziness and comfortable conviviality that engenders a feeling of contentment or well-being." Pronounced "hoo-guh," the word is said to have no direct translation in English, though "cozy" comes close. It derives from a sixteenth-century Norwegian term, *hugga*, meaning "to comfort" or "to console," which is related to the English word "hug." Associated with relaxation, indulgence, and gratitude, *hygge* has long been considered a part of the Danish national character. In a 1957 "Letter from Copenhagen" in *The New Yorker*, the writer Robert Shaplen reported that *hygge* was "ubiquitous" in the city: "The sidewalks are filled with smiling, *hyggelige* people, who keep lifting their hats to each other and who look at a stranger with an expression that indicates they wish they knew him well enough to lift their hats to him, too."

In the past year, this concept of Scandinavian coziness has made inroads with an international audience. At least six books about *hygge* were published in the United States this year, with more to come in 2017. (At the Guardian, Charlotte Higgins has done an investigation into the U.K.'s *hygge* publishing craze.) Helen Russell, a British journalist who wrote "The Year of Living Danishly," defines the term as "taking pleasure in the presence of gentle, soothing things," like a freshly brewed cup of coffee and cashmere socks. Signe Johansen, in a cookbook and wellness guide, "How to Hygge: The Nordic Secrets to a Happy Life," links *hygge* to food and drink like cardamom buns, muesli "ne plus ultra," and triple cherry gløgg, a Scandinavian mulled wine with cardamom pods and star anise; she calls it "healthy hedonism." Louisa Thomsen Brits, the author of "The Book of Hygge: The Danish Art of Contentment, Comfort, and Connection," calls it "a practical way of creating sanctuary in the middle of very real life" and "a cure for SAD"—seasonal affective disorder—"in book form."



Winter is the most *hygge* time of year. It is candles, nubby woolens, shearling slippers, woven textiles, pastries, blond wood, sheepskin rugs, lattes with milk-foam hearts, and a warm fireplace. *Hygge* can be used as a noun, adjective, verb, or compound noun, like *hyggebukser*, otherwise known as that shabby pair of pants you would never wear in public but secretly treasure. *Hygge* can be found in a bakery and in the dry heat of a sauna in winter, surrounded by your naked neighbors. It's wholesome and nourishing, like porridge; Danish doctors recommend "tea and *hygge*" as a cure for the common cold. It's possible to *hygge* alone, wrapped in a flannel blanket with a cup of tea, but the true expression of *hygge* is joining with loved ones in a relaxed and intimate atmosphere. In "The Little Book of Hygge," the best-selling of the current crop of books, Meik Wiking, the C.E.O. of a Copenhagen think tank called the Happiness Research Institute, shares a story about a Christmas Day spent with friends in a woodsy cabin. After a hike in the snow, the friends sat around the fireplace wearing sweaters and woolen socks, listening to the crackle of the fire, and enjoying mulled wine. One of his friends asked, "Could this be any more *hygge*?" Everyone nodded when one woman replied, "Yes, if a storm were raging outside."

Like many of the best things from Scandinavia, *hygge* might seem, to some Americans, to come with a whiff of smugness. The term is often mentioned in the same paragraph that reminds us that Danes (or, depending on the year, Norwegians and Swedes) are the happiest people in the world. Perhaps Scandinavians are better able to appreciate the small, *hygge* things in life because they already have all the big ones nailed down: free university education, social security, universal health care, efficient infrastructure, paid family leave, and at least a month of vacation a year. With those necessities secured, according to Wiking, Danes are free to become "aware of the decoupling between wealth and well-being." "After our basic needs are met, more money doesn't lead to more happiness," he told *Elle UK*. "Instead, Danes are good at focusing on what brings them a better quality of life."

This vision of restrained pleasure harmonizes with a related Swedish concept, *lagom*, which refers to a kind of moderation. Pronounced with a hard "G," the term is said to come from the Viking phrase *laget om*, or "around the team," meaning that you should take only a sip of the mead that's being passed around so that no one is left without. *Lagom* means "adequate," "just right," or "in balance" and it is said to have

(Continued on page 11)



The Year of Hygge *(cont.)*

burrowed deep into the Swedish national psyche, if not that of all Scandinavians. It encourages modesty and teamwork and discourages extremes. It is related to fairness, the need for consensus, and equality. *Lagom* is how a Swede might respond when someone asks how much milk you want in your tea or if things are going well. *Hygge* shares *lagom's* reverence for measured experience: indulging in a piece of cake, but not outright gluttony; a dinner with friends at home, but nothing fancy.

Some Scandinavians argue that *lagom*, instead of promoting virtues like humility and moderation, encourages the kind of bland conformity that Nordic countries are often accused of. In the 1933 novel "A Fugitive Crosses His Tracks," the Danish-Norwegian author Aksel Sandemose wrote about the forced group mentality in a small fictional town called Jante. He lists ten soul-deadening rules by which the townspeople live, including "you are not to think you are special," "you are not to think you are good at anything," and "you are not to convince yourself that you are better than we are." In an article in *T* about his youthful dreams of fame, Karl Ove Knausgaard wrote about his own experience of what is known in Scandinavia as "the Law of Jante." As an adolescent in Norway, he wrote, "it didn't take much more than a slightly outlandish hat or a pair of unusual trousers before people told you off, laughed at you or, in the worst case, ignored you. 'He thinks he's special' was the worst thing anyone could say about you." *Jante* presents the more insidious side of *lagom*. Rather than celebrating modesty, it perceives individuality as a threat to the group. Robert Shaplen's "Letter from Copenhagen" quotes one Dane saying, "A foreigner shouldn't be too different from us if he wants to be liked. . . . We want everybody to be the way we are, because it gives us confidence in ourselves."

Louisa Thomsen Brits, a British-Danish writer, casts *hygge* as a state of mindfulness: how to make essential and mundane tasks dignified, joyful, and beautiful, how to live a life connected with loved ones. Her "Book of Hygge" focusses on the concept's philosophical and spiritual underpinnings rather than its quirky objects. She explains that many households in Denmark still have a copy of a folk songbook that they sing from to "affirm the ideas of simplicity, cheerfulness, reciprocity, community, and belonging." Danes, she says, prefer to gather in small groups "to emphasize the unity of their inner circles." She admits that this can make them appear "intimidating and impenetrable." These tendencies lend *hygge* its contradictions: what many see as humble, decent, and community-oriented may appear to others as insular and a rejection of what's different and unfamiliar. Scandinavia has a reputation for tolerance, but all three countries are tense over immigration these days and have seen surging support for far-right groups. Bo Lidegaard, a Danish historian, told the *Times* in September that many Danes feel strongly that "we are a multiethnic society . . . but we are not and should never become a multicultural society." *Hygge* encourages its practitioners to shelter, cluster, and enclose.

The most striking thing about *hygge*, though, might be how its proponents tend to take prosperity for granted. All the encouragements toward superior handicrafts and Scandinavian design, the accounts of daily fireside gatherings and freshly baked pastries assume a certain level of material wealth and an abundance of leisure time. As a life philosophy, *hygge* is unabashedly bourgeois, and American readers of a certain stripe will be familiar with its hallmark images—still-lives of hands cradling a mug, candles lit at dusk on a picnic table, bikes with woven baskets and child safety seats leaning against a colorful brick wall. Artisanal this and homemade that, fetishizing what's rustic as authentic, what's simple as sophisticated: urban American sophisticates already know this aesthetic; we've aspired to it for a long time.

What many Americans do not aspire to is Scandinavia's high taxes or socialist ideas. When transferred to the United States, the kind of understated luxury that Danes consider a shared national trait starts to seem like little more than a symbol of economic status—the very thing that Scandinavian countries have sought to jettison. Still, there are some lessons from *hygge* that Americans might heed. There's the Nordic insistence on knowing how to do practical things and doing them well, on taking care of your body with time outdoors every day. The hard-earned lesson of frigid Scandinavian winters is that there's no such thing as bad weather, only unsuitable clothes—that all you really need to get through difficult times is shelter and sustenance, kith and kin.

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