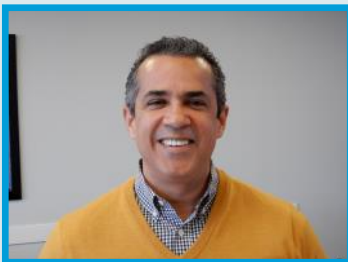


## NEWS And Current Events

### A Message From CDM Leadership: — by Phil Santos



**Phil Santos. Industry CDM Lead, FedEx**

“There are no shortcuts to any place worth going” is a quote from Beverly Sills, an American operatic soprano whose peak career was between the 1950s and 1970s. Think of where the NAS was when you were first introduced to the aviation industry and where it is now. We have seen many technological advances throughout our professional lifetime that have made a significant contribution to the advancement in the management of air traffic. We are yet again at a critical juncture in our industry. The new era in data sharing via

SWIM, the advent of space-based surveillance (ADS-B), the addition of new CDM partners, and implementation of NextGen technologies are just a few examples of what our CDM community has a direct influence on - to determine their success.

Now, with our summer break over, we find ourselves with much work to be done. There will be a flurry of activities for our CDM subteams. This exciting time is where the CDM community thrives and I’m looking forward to it. I want to reiterate the opening quote... “There are no shortcuts to any place worth going.” Make no mistake about it; we are going to a great place. OUR contribution will take this industry into the next 7-15 years if not longer but it will require COMMITMENT, DEDICATION, and HARD WORK, with no short cuts. Let’s go make it happen!

~Phil



### Spotlight! From the Editor: What is this Hammer Award Thing?

Many days, I had walked into the Command Center, noticed the ribbon adorned hammer in the display case, and wondered, “What ‘s this all about.?” It is signed by Vice President Gore so out of curiosity I decided to do a little research. The search led me to a press release from November 20, 2000:



“Press Release – FAA’s Collaborative Decision Making Earns Prestigious “Hammer” Award For Immediate Release .. Release No. APA 81-00 November 20, 2000

Vice President Gore has given the Federal Aviation Administration (FAA) a “Hammer

(Continued on page 2)

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# NEWS

## And Current Events

From the Editor (Continued from page 1)

Award” for starting a program with the airlines that shares real-time information about weather and equipment. The Hammer Award is given by Vice President Gore’s National Partnership for Reinventing Government to teams of outstanding federal employees whose work creates government that works better, costs less and delivers results to the American people. The award gets its name from the \$400 hammers whose purchase in previous years became a symbol of bureaucracy and inefficiency. Collaborative Decision Making (CDM), an element of the FAA’s Free Flight Phase 1 program, links airlines and FAA controllers to provide simultaneous, real-time access to information about current and projected air traffic volume, aviation system constraints and restrictions, weather, equipment problems and delays. “Collaborative Decision Making brings all of the players together, with better and more timely information,” said FAA Administrator Jane F. Garvey. “Controllers and airlines work together to anticipate problems and minimize their effect on the system. The achievements of the FAA-industry CDM team exemplify the dedication and innovation that the Hammer Award is all about.” Under the CDM program, participating airlines continually send their operational schedules and any schedule changes in to the FAA’s air traffic control headquarters

in Herndon, Va. This “Command Center” uses the information to monitor airport arrival demand to make the most efficient use of airport capacity and system performance. CDM helps the Command Center and the airlines address air traffic management problems such as air-space congestion due to heavy traffic or bad weather, which may require aircraft to be rerouted or delayed on the ground. The program greatly helps airlines to prepare for the effects of such events in advance. CDM helps ensure that when airport capacity is temporarily lessened, as many planes as possible can land. Airplanes move in and out of airports as quickly as possible, minimizing the effects of the constraint on airline schedules. Data show that improvements in airspace system performance using CDM have been most dramatic in bad weather. Based on a consensus from all sectors of aviation



**Two, of twenty CDM team members, who received the 2000 Al Gore Hammer Award for enhancing efficiency in government**  
~ Ed Corcoran (FAA) and Gary Dockan (AAL)

— manufacturers, airlines, general aviation, labor, research organizations and government — the FAA established the Free Flight Phase 1 program in October 1998 to bring significant benefits to airspace users by the end of 2002.

Now, next time you walk into the Command Center you can impress your friends with your knowledge of the Al Gore Hammer Award.



If you have questions or comments or would like to add or remove your name from our mailing list, please [click here](#) - or call 540-422-4553

# NEWS

*And Current Events*

## Subteam Updates

### CTT (CDM Training Team):

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



**Gary Dockan—  
American Airlines**

Gary reports that Joe Dotterer, CDM Training FAA Lead, and his team have developed a number of helpful, TFM centric presentations for industry. He told the CSG in August, “These presentations could be a valued addition to your recurrent training.”

They include the following:

AFP Strategy Video (Explains the background, purpose and how AFP’s are put together.)

Florida AFP’s PowerPoint with voice over (Choosing the Appropriate TMI)

New York Departure Plan SWAP 2018 PowerPoint with voice over (Mitigation strategies to avoid Departure Delays out of New York)

TBFM Fundamentals Video (The fundamentals on how Time Based Flow Management works)

You can find the presentations at the CDM Training Update Page on the [CDM website](#) and on the [TFM learning site](#).

The next 50113 classes will be held November 6-8 and December 4-6 with another 4 classes scheduled through May 2019.

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

[gary.dockan@aa.com](mailto:gary.dockan@aa.com)

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

### SCT (Surface CDM Team):

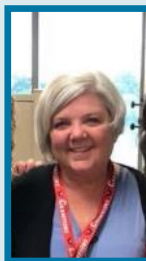
Brian Gault (FAA) & Robert Goldman (Industry) co-leads.



**Rob Goldman—Delta Airlines**

### CAT (CDM Automation Team):

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



**Jill Sparrow  
—ZAB**

There is no new update to report from the CAT team this quarter. We plan to meet in late October and are anticipating a new task from the CSG soon. There had been some conversations to identify proper scoping for a task draft proposal concerning SWIM data accuracy. The conversations were tabled to resume later in the fall.

Any questions? Contact:

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

[clay.whitesell@united.com](mailto:clay.whitesell@united.com)

The team has come out of the gate swinging this fall with our first meeting held in September. We had a chance to regroup and clarify tasks. During the meeting, our team member Eric Cole gave a presentation to the team about the current CSIT (Collaborative Site Implementation Team) activities. This briefing provided the team with our first real kick-off to get started on task #82. For those of you who are unfamiliar, the task background is twofold. One, understanding local airport operations is an important step toward a seamless transition from the current airport surface environment to a Surface Collaborative Decision Making (SCDM) operation with the Terminal Flight Data Manager (TFDM) program. And two, success will be demonstrated by application of the CDM philosophy, using subject matter expertise through an information exchange that effectively promotes TFDM and its surface metering capability.

ATO’s NAS Operations Directorate (AJR-1) has developed the Collaborative Site Implementation Team (CSIT) approach to

(Continued on page 4)

# NEWS

*And Current Events*

## Subteam Updates (Continued)

(Continued from page 3)

### SCT (cont.)

mitigate risks associated with the transition to TFDM. The Surface CDM Team has been tasked by the CSG to aid in establishing local contacts to support the visits to individual airports. AJR also seeks assistance to develop training aimed at local stakeholders to establish an understanding of TFDM functionality and how the program's capabilities will benefit local and national operations.

The SCT will be providing subject matter expertise in the understanding of local stakeholders and operations, and the role airport managing authorities play in local operations.

We are also working task #86. Developing a draft CDM MOA for Airport Operators that will effectively establish guidelines and processes in support of the CDM information sharing philosophy. A cornerstone in airport surface management utilizing TFDM is the importance of sharing accurate and timely information among all stakeholders.

The CSIT tasking will be ongoing through 2023. For further information contact:

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

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

### PET (PERTI Engagement Team):

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



**Kevin Bannwolf (FAA)  
and Mike Sterenchuk**

The PERTI CDM team met in September, for the first time since meeting in Memphis this past May, to discuss their team's revised tasking as provided by the CSG. Additional discussions were held with Kevin Johnston of the WET team to discuss some of the tasking his team has received for tools that might help the PERTI team in the area of weather evaluation. MITRE provided an in-depth demonstration on the NAS Operations Dashboard (NOD) and asked for increased input as to how PERTI might use further enhancements during the execution phase of the plan. The PET team, after thorough evaluation of the NOD tool, provided integral feedback as to how MITRE might improve their evaluative prototype.

With a visit to a regional facility (ZDC), the PET team gained valuable insight as to how their work has been received by field facilities and how much impact the planning process can have on the daily operations that affect both the civilian and military operations in a geographical area. The advanced notice, however short the time frame, could have a huge impact

on freeing up airspace to allow for increased flows of traffic which previously did not occur.

The PET team is putting an increased focus on the incorporation of international constraints as they continue working forward through the advanced planning process, particularly during the upcoming Snowbird season. As the concept of advanced planning gains more international interest, the PERTI team strives to remain in the forefront of the aviation planning paradigm and increasingly involve the international community during the coming months. This incremental approach will start with the Caribbean during the winter and expand as the spring and summer months approach later next year.

The PET team is planning to meet at least one time each month throughout the winter and looks forward to continuing to add functionality to the advanced planning process.

For more information contact:

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

[mike.sterenchuk@aa.com](mailto:mike.sterenchuk@aa.com)

# NEWS

*And Current Events*

## Subteam Updates *(Continued)*

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

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



**Ernie Stellings,**  
NBAA

the predictability of the operation and increase the use of available capacity for airports and adjacent terminal and en-route airspace.

In September, the team also began an intensive look at another task to address the issues with the use of the Service Availability Prediction Tool (SAPT), for predicted ADS-B performance, when instituting national route programs. The FET was chosen for this task as it will affect trans-continental flights and the Severe Weather Area of the Command Center eventually once conclusions are made.



**FAA and Industry FET members August 2018: (from l to r) Al Mahilo, Ernie Stellings, Bob Ocon, Mike Sterenchuk, Kerry Capes, and Tony Smith**

The FET met in August and September in Warrenton VA. The primary reason for the August meeting was to get a good head start on the many tasks that FET is currently involved in. As part of ongoing discussions within the Northeast Corridor (NEC)

NextGen Integration Working Group (NIWG), FAA and industry have identified Traffic Flow Management (TFM) improvements as a key operational need. The FET has been tasked to take a look at the region to conduct an assessment of the current NEC TFM operational capabilities in order to determine focus areas for TFM improvements. It is expected for this work to be done in phases and possibly incorporate subject matter expertise from other subteams eventually.

Of particular interest to the NEC NIWG are solutions to improve the planning and real-time management of demand/capacity imbalances in the NEC in varying weather and capacity conditions, e.g. data-driven methods to project future rates for airports and airspace. Improved forecasts of arrival/departure rates are desired to enhance



**The Flow Evaluation Team (FET) met in late August to get a head start on the 4 tasks they are actively working on.**

The FET would like to welcome Chris Vital to the team from Jet Blue! Chris is pictured at the far right of the team picture.

For further information about the Flow Evaluation Team contact:

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

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

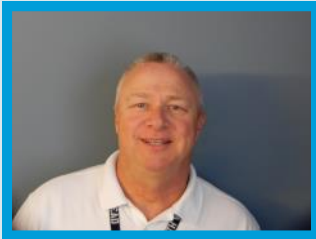
# NEWS

*And Current Events*

## Subteam Updates *(Continued)*

### **FCT** *(Future Concepts Team):*

Frank Oley (Industry) co-lead.



**Frank Oley—Airlines  
For America**

The team will welcome a new FAA lead to replace Jennifer

Ross who recently had to step down due to assuming her new job as a National Operations Manager at the Command Center. Her replacement will be announced at the next CSG meeting.

The FCT is still anticipating a task soon. There has been some ongoing conversations between Frank Oley, CSG leadership, and Rocky Stone of United Airlines, in regards to assisting the “CDM in the Cockpit” effort with a document which will serve as a framework for defining information requirements for cockpit participation in CDM. Watch this space to see if these conversations lead to a CSG tasking for FCT.

For further information contact:

[foley@airlines.org](mailto:foley@airlines.org)

### **WET** *(Weather Evaluation*

*Team):*

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



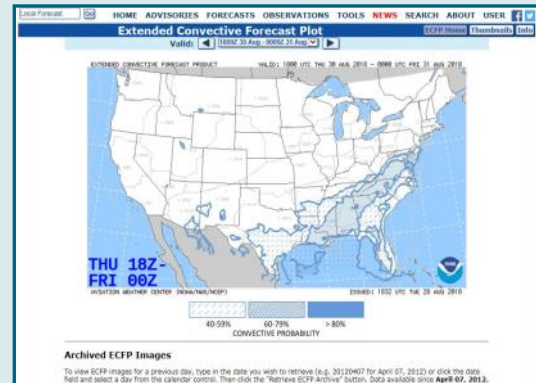
**Kevin Johnston—FAA**

The WET, with much help from the National Weather Service (NWS), has addressed their tasking to extend the TFM Convective Forecast (TCF) out to 30 hours. It can be viewed at [testbed.aviationweather.gov/tcf/extended](http://testbed.aviationweather.gov/tcf/extended)

Starting November 1, the 30 hour TCF will move from their testbed site to their operational page. November 1 is also the date on which the collaboration of the 4/6/8 forecasts of the TCF will end—thus, all forecast times of the TCF will become automated until March 1, 2019.

The forecasts out to 30 hours will only be available at the NWS web site. The 4/6/8 forecasts will remain on the TSD.

During our monthly calls, the WET tracks TCF performance. We have provided graphics to the CDM office that detail a high level overview of the verification process managed by the NWS, and information on the performance of the 4 hour TCF during the month of August. These graphics will be available to view on the [CDM website](#) under the WET subteam tab. If anyone has questions on TCF verification, don't hesitate to contact myself



**The ECFP**

or a WET member. We are currently discussing what verification information should be presented routinely both to operators and meteorologists.

We value your input! For further WET information please contact:

[kevin.l.johnston@faa.gov](mailto:kevin.l.johnston@faa.gov)

[jeff.mclaren@aa.com](mailto:jeff.mclaren@aa.com)

## NEWS

## And Current Events

Established in August 2016, the FAA developed PERTI at the request of industry stakeholders to provide greater predictability, reliability and repeatability in managing National Airspace System performance. System Operations Services has committed resources to expanding the advance planning window, improving execution of the plan, while enhancing NAS performance with a thorough review process that leads to training and increased quality of services.



The ATO International Office and NAS Operations are working with global partners to expand the reach of the plan, execute, review, train and improve initiative, known as PERTI.

Through a “lessons learned” methodology that identifies both positive and negative performances, PERTI delivers the consistent data-driven results industry is seeking. U.S. airlines and other stakeholders are reaping benefits from improvements to the PERTI process this year, as flight cancellations and departure delays fell 20 percent and operations rose more than 2 percent in the first half of severe weather season, despite an especially stormy stretch of weather during that time.

System Operations is working toward similar results on a global scale, as ATO International has four senior representatives – two in Belgium and two in Singapore – who are leading the global PERTI effort for ATO International by socializing the PERTI concepts and maintaining relationships with air navigation service providers and their customers.

“Those folks are very active and interested

in making sure PERTI goes forward,” said Steven Sherwood, Manager of ATO International. “They are attending ICAO [International Civil Aviation Organization] working group meetings and other workshops to promote PERTI and leverage our experience by assisting other countries in working towards the PERTI concept.”

The goal is to add international operational information or related activities to the daily PERTI plan produced by the Command Center that shows global weather issues, special events and activities that could affect international flights. The PERTI team has an optimistic outlook on receiving essential data on the busy North Atlantic region of Europe as well as the Caribbean as a starting point for our expansion of PERTI. Several Asian countries also have expressed interest in data exchange, and ATO International is looking to expand its reach to the South Pacific and South America.

“When we present PERTI internationally, it’s very well received,” said Greg Byus, manager for Collaborative Decision Making and International Operations. “There is a desire for the international carriers to find a single point of reference to assist in their flight planning.”

ATO International also plans to use economic indicators to help improve PERTI internationally from data similar to what is provided to the North Atlantic Economic, Financial and Forecast Group. “For example, if certain economic data leads us to look at an area of the world that is experiencing growth in aviation, yet routes are constrained or congested, we want to

From CSG Leadership ~ Greg Byus

## Global PERTI

(Article reproduced from the ATO Minute)

know why that is and we should be thinking of adjusting our strategy for those parts of the world,” Sherwood said.

Other examples of economic factors include manufacturing operations changing countries in Asia, and hurricane damage in the Caribbean spurring new flight routes as vacationers seek unaffected locations. This data can help air navigation service providers manage cargo and commercial traffic flow more effectively in those regions. And with passenger and freight demand

increasing across the world, this data becomes increasingly important for efficient operations.

“One of the things we’re promoting is a ‘just safety culture’ in other areas of the world, which allows for self-reporting and a better review process – the ‘R’ of PERTI,” Sherwood said. “We’re explaining the need to have real-time self-reporting without penalty, so countries can review, train and improve as part of the PERTI program.”

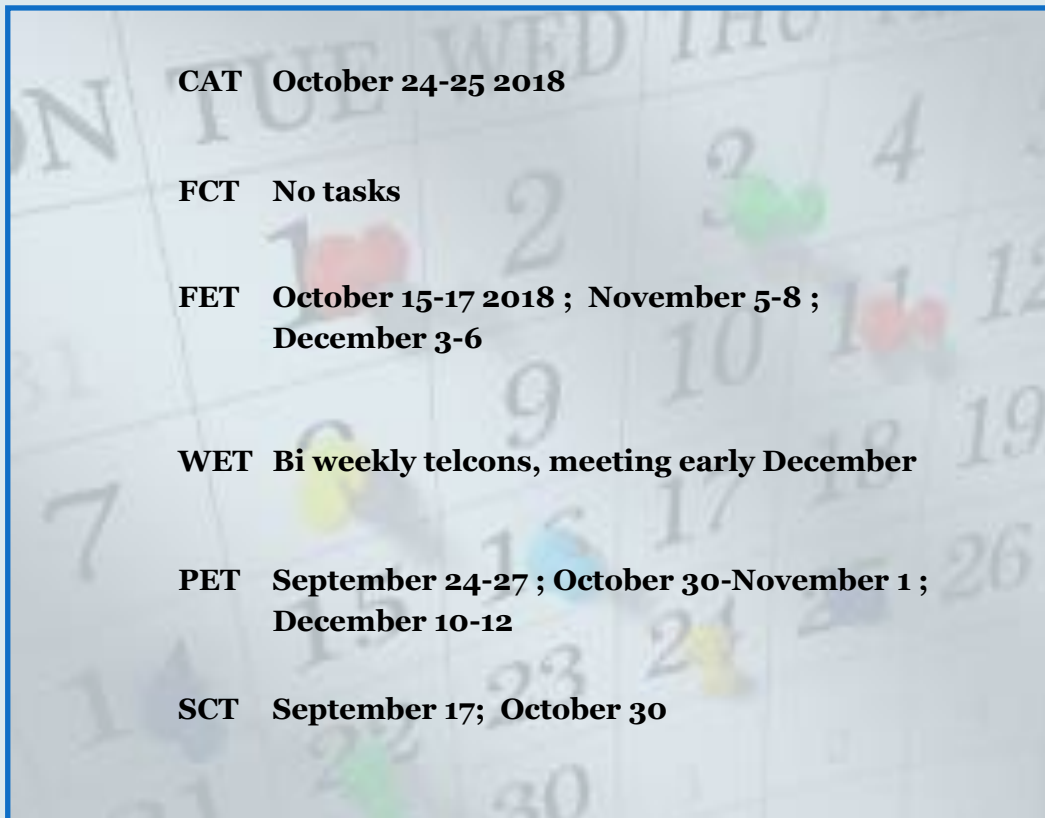
“The biggest challenge for us is establishing relationships,” Byus said. “When you look at global initiatives, you have to look at cultural differences. You want to be transparent. Things are improving and we are able to promote and encourage a just safety culture that develops into improvements in efficiency.”



# NEWS

*And Current Events*

## Upcoming Subgroup Meeting Information



<b>CAT</b>	<b>October 24-25 2018</b>
<b>FCT</b>	<b>No tasks</b>
<b>FET</b>	<b>October 15-17 2018 ; November 5-8 ; December 3-6</b>
<b>WET</b>	<b>Bi weekly telcons, meeting early December</b>
<b>PET</b>	<b>September 24-27 ; October 30-November 1 ; December 10-12</b>
<b>SCT</b>	<b>September 17; October 30</b>



# NEWS

*And Current Events*

## 2018/2019 Snowbird Strategies

Annually, a comprehensive plan is reviewed and shared with facilities to outline possible actions to mitigate winter TMI concerns. Strategies are prepared in advance to manage the volume during certain peak travel days for sun seekers, which are typically Thanksgiving thru Easter. Jennifer Ross, FAA, ATCSCC National Operations Manager and Snowbird Planning lead, provided the CSG with a preliminary review of the Snowbird Plan for the 2018/2019 winter demand season. Although still being finalized, there will be improved routes to Mexico and collaboration with CANSO to alleviate challenges for operations to CUN (Cancun) and GCM (Grand Cayman). Ms. Ross advised attention to route adherence including altitude will be the onus of the airlines to re-enforce guidelines. JetBlue hosted a Snowbird Planning Conference on August 28<sup>th</sup> in Orlando. Personnel from the FAA's Air Traffic Control System Command Center (ATCSCC) presented the snowbird strategies and time was set aside for each overlying Center to present issues they see as pertinent to this seasons snowbird operations. There was ample time for Q & A both during the presentations and at the end of session.



In August, the CSG welcomed the new incoming representative from NATCA, Adam Rhodes (N90).



**Pictured above: (from l to r) Bob Everson (SWA) Kevin Mclaughlin and Adam Rhodes (NATCA)**

# NEWS

*And Current Events*

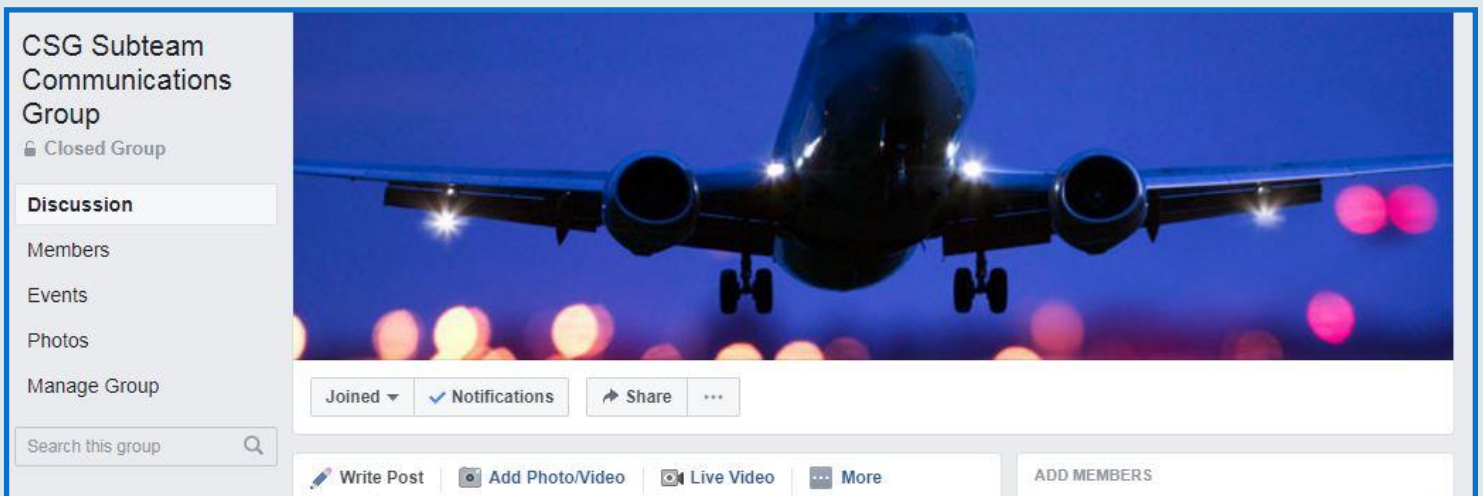
## The CSG Subteam Facebook Page

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Care to?

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.



Find us on



*See you in December!*