Collaborative Decision Making

George Mason University
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Class Outline

• We will loosely describe a “typical” operational scenario that would require ATCSCC involvement and TFM/CDM coordination.

• We will discuss the scenario with respect to FAA and airline perspectives on TFM/CDM.

• We will provide an opportunity for questions and student discussion of the scenario, or general TFM/CDM questions.
Sample Operational Scenario
NY Metropolitan Airports

- LGA (LaGuardia) – 1300 operations/day
- EWR (Newark) – 1400
- JFK (John F. Kennedy) – 1000
- HPN (White Plains) – 500
- ISP (Islip) – 500
- TEB (Teterboro) – 1000 (primarily GA traffic)
Operational Points to Consider

• Flights arrive and depart over different and specific fixes; weather may disrupt this.
• Weather may cause flights to have to fly higher or lower than normal, to avoid weather; this may prevent using some arrival/departure routes.
• Canada and the military may have usable airspace.
• Reroutes at the East Coast may take flights over the water (flights must have the right crews and equipment to be able to take overwater reroutes).
• Severe weather may cause equipment to fail.
• With so many airports in this area, and so much traffic going in and out, TMIs at one airport will greatly influence another.
• Issues of equity may/will arise (why delay one airport & not another?).
• Changes to NY Metros will almost certainly cause downstream system effects.
• FAA and airlines may/will have different POV!
Pertinent TFM/CDM Questions

• Who is responsible? (TFM Hierarchy)
• What processes are followed in the course of TFM/CDM evaluation and implementation?
• What TMIs are selected and why?
• What purpose and roles do the ATCSCC, ARTCCs, and airlines have?
• What tools are used?