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**Surface Collaboration Decision Making (SCDM)
February 2015 Report**

Surface Operations Office is renamed to Airport Surface Efficiency Office (AJR-E). The purpose is to be clearer on this office's tasks. There was concern that the name Surface Operations Office sounded like it deals with the technical details of how airport surface areas look, i.e. signage, lighting, when it actually is focused on how to improve surface traffic flows given constrictions, i.e. volume, construction, GDPs.

Assessment has been done on putting AEFS into New York towers, and an announcement should be coming out next week about where and when.

Beyond managing airport queue length, AJR-E's goal for surface metering is that managing information better should improve predictability and capacity. On a situational basis, this should translate to the ability to handle a larger number of planes because SCDM has eased the pressure on the surface constraints. But an ongoing concern about the information is how different airlines and, beyond that, different stakeholders (Airport Operators, FAA, Airlines) have entrenched definitions for metric terms that do not always mean the same thing from user to user. Also, beyond the difference in definitions, it is also the case that metrics are measured in different ways with different levels of accuracy. Work to reconcile all of this continues.

There was discussion about how the percentage of CDM participant airlines at an airport weighs on selecting an airport for initial implementation of SCDM. A high percentage of planes need to be able to relay push and departure times for queue length predictions to be accurate. For example, analysis of EWR's operation on a number of days in 2014 shows that even at their peak hour of 40 departures, only five non-CDM aircraft taxied out, which is a low enough percentage that the metering automation should be able to absorb it without difficulty.

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