

# Cockpit participation in CDM Initiatives

Friends and Partners in Aviation Weather

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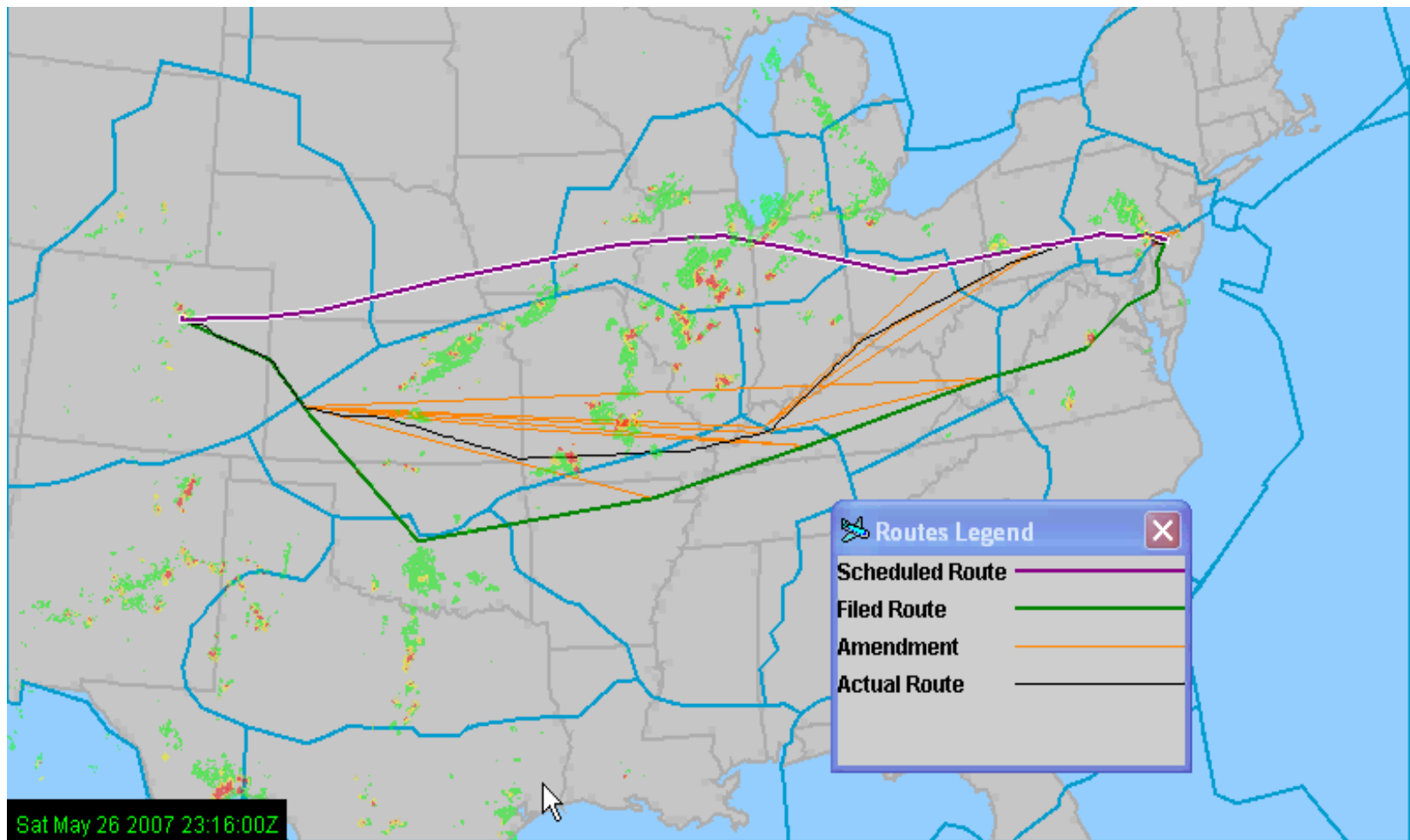
# Cockpit CDM participation

- Are systemic and individual flight efficiencies possible by allowing cockpit participation in Collaborative Decision Making (CDM)?
- Currently CDM is “ground centric” with primary participation from Air Traffic Control (ATC) and Airline Operations Centers (AOCs)
- Cockpit participation in reroutes is currently limited to tactical avoidance along the current route of flight

# Cockpit CDM participation

- Would it be helpful to have Minimum Aviation System Performance Standards (MASPS) for a minimum set of information needed in the cockpit and minimum coordination required between the cockpit and AOC to allow for cockpit initiated strategic reroutes?
- If aircraft are in compliance with this MASPS, could they be given special handling with regard to Traffic Flow Management (TFM) initiatives?
  - Relief from having to follow playbook routing
  - Preferential treatment in an Airspace Flow Program (AFP), either excluded or included at a higher rate than allowed for non-equipped aircraft

# Playbook routing example



- Flight plan time = 3:45
- Actual flight time = 3:20

# Cockpit CDM participation

- What is the minimum set of weather and TFM information needed to allow for exceptions from TFM initiatives?
- What coordination is required between the cockpit and AOC to allow for this TFM exception?
- What are the ground rules for making a strategic routing request?
  - Ground rules must allow for individual flight efficiency while maintaining or improving systemic efficiency

# Cockpit CDM participation

- Broadband graphical weather to the cockpit is coming, whether we plan for it or not! Airlines are equipping with:
  - Broadband pipelines to aircraft to enable passenger Wi-Fi networks
  - Tablets in the cockpit
- This new weather information in the cockpit could be disruptive to the system if firm standards and ground rules are not established for how it is to be used
- Is the CDM community willing to work with RTCA SC-206 to specify the attributes of a minimum set of information needed to participate in “cockpit CDM”?