

CTFM Joint Training Team

- Purpose
 - We are redefining the mission and goals in the context of new CTFM, ATO organization and *system goals*
- Participants
 - Get and keep the *right people* involved
 - We are defining who we need on the team

We have some of the *Right* People

- Training Resources
 - FAA Academy and Mike Monroney Aeronautical Center (MMAC)
 - FAA ATCSCC Training Department
 - Customer Trainers
 - Development Contractors
- Employees
 - MTO Representative

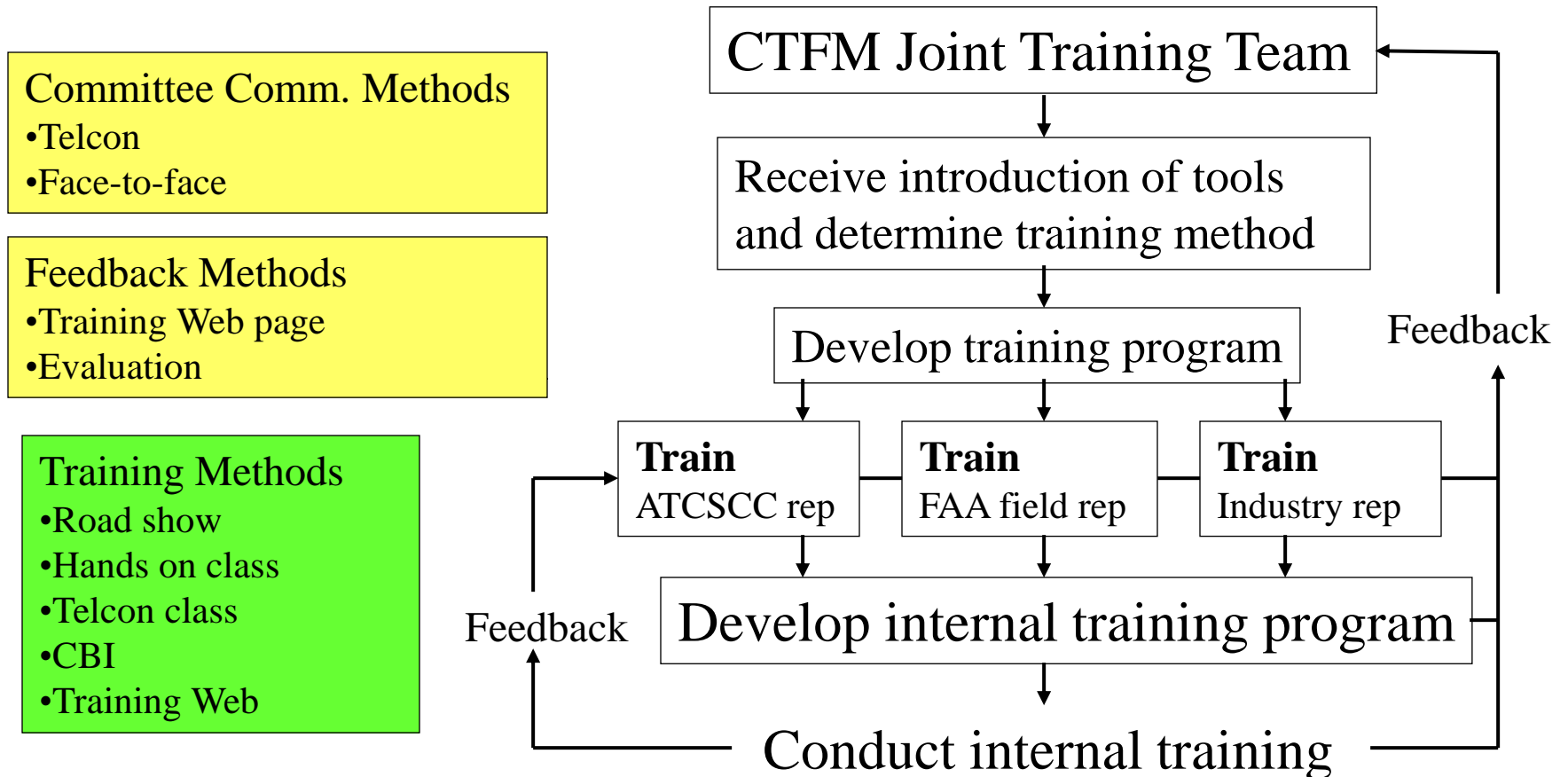
The *Right* People (cont.)

- Customer
 - Air Carriers
 - NBAA/GA
 - NavCanada
 - Canadian Airlines

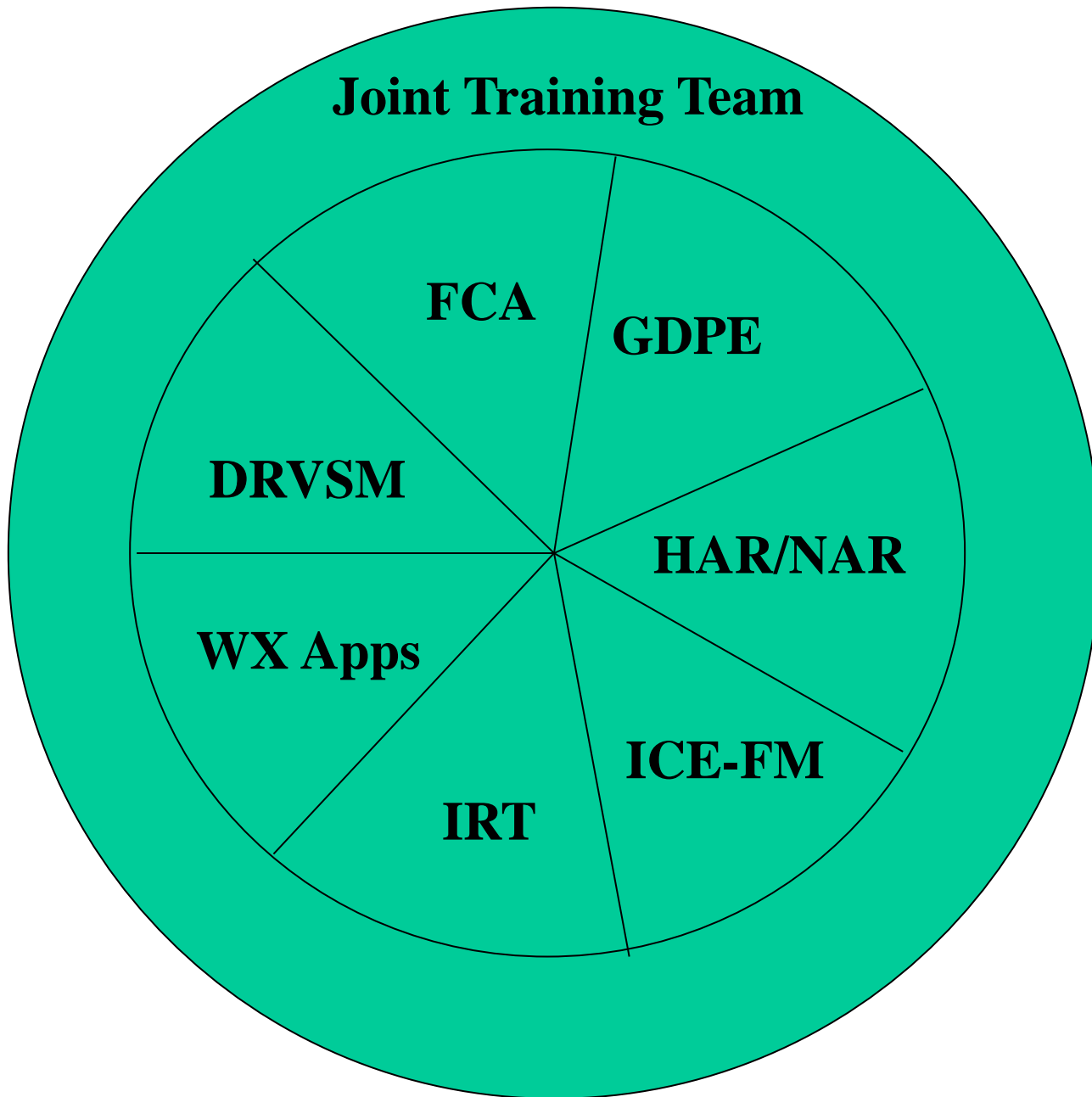
CTFM Joint Training Team

- Operating norms: *A disciplined Process*
 - We have clarity of purpose and consensus
 - We have shared values
 - We will model a *collaborative, consensus process* for the whole CTFM group
- Products
 - Make meaningful *recommendations*
 - Still do “tools and buttons”
 - Expand on philosophy, intent, benefits and consequences as part of systemic training

CTFM Training



Central clearing house for CTFM Training recommendations



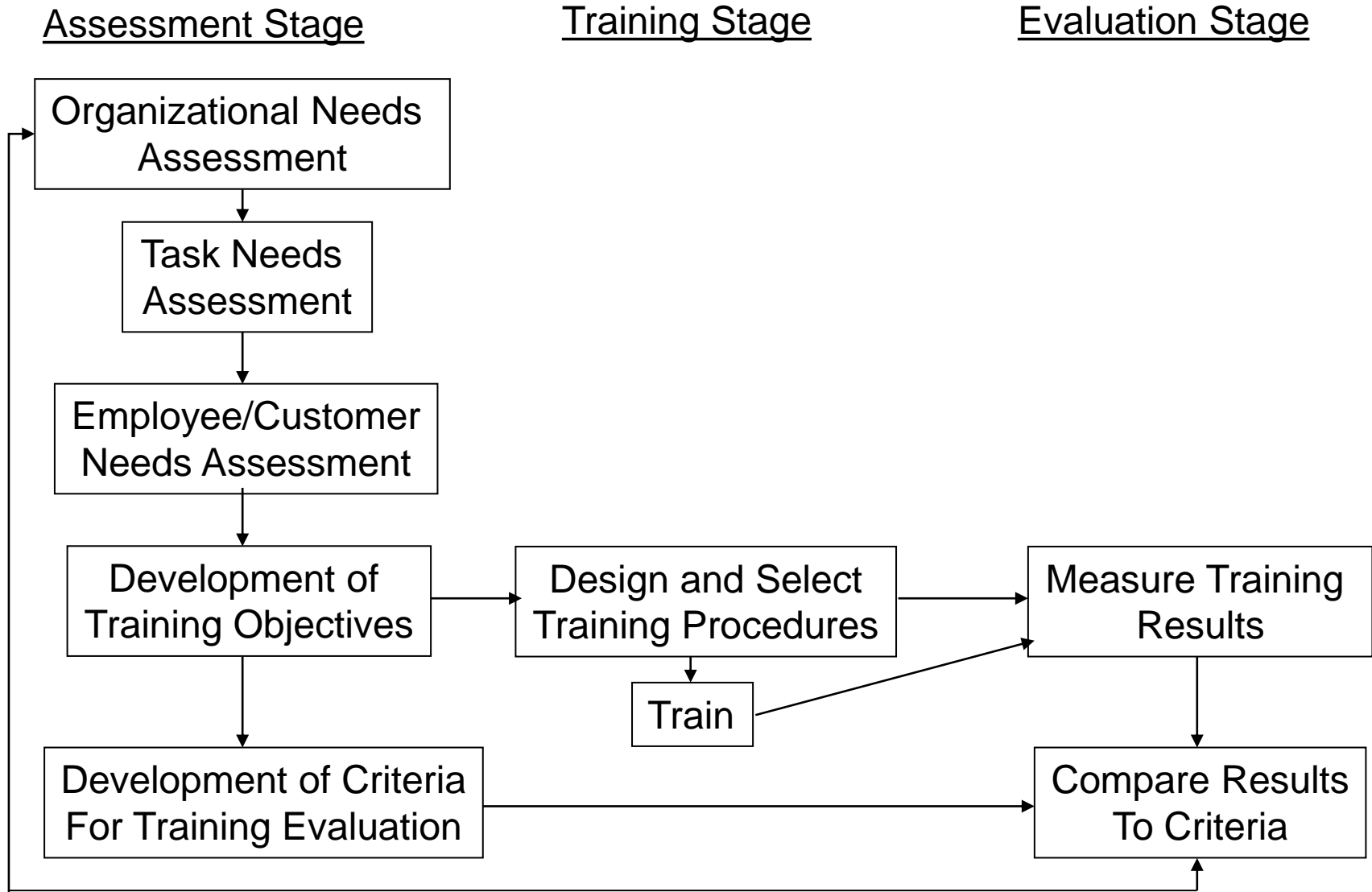
Your Training Team Needs

- *Receive Introduction to Tools*
 - The *success* of the tools, technologies, procedures depends on training recommendations
 - It is *critical* for the CTFM JTT to *work collaboratively* with all of the CTFM Teams.
 - CTFM Teams *must* articulate the new functionality, operational concept, who needs to be trained, specific training needs depending on user group, schedule, etc.
- CTFM Teams need to inform CTFM Joint Training Team of training needs in advance: ***120 days***
 - Need inputs by June 1 for October 1 implementation
 - Need inputs by December 1 for April 1 implementation
- Given inputs from CTFM Teams, CTFM Joint Training Team will determine the training method.

Long Term Process Improvements

- Strategic Training Planning Conference -
Future Search
 - *FAA first – “get our own house in order”*
 - *Include customers and other stakeholders*

Model for a successful Training Process



We Have Commitment

- FAA Management
 - ATO SysOps Program Office
 - Customers
 - Development Contractors
-
- The *current* CTFM Joint Training Team Members

FSM 1.8.8 and FSM 7.9

New Features

- Support for GAAP Program Type
 - Delay Assignment Mode GAAP with Delay Limit
 - Unassigned Slot Lists
- Exempt User/Schedule groups from departure delays – introduced for GAAP but available for all GDPs
- ADL expanded to Plus 36 hours with flights being created 24 hours in advance of departure
- Algorithm Changes
 - GS Purge Now+ - departure times will no longer be in the past
 - Earliest CTD – CTDs will no longer be in the past
 - New FA Delay Algorithm to smooth out spikes for DAS programs

ETMS/FSM 7.9 Testing On-Going

- OT&E 9/10-10/21
- Key-Site Test 10/26-28 (Miami)
- *Ready for Deployment 11/1*

FAA Proposed Training

- ATCSCC Training
 - 2 full days of training
 - 2 classes per week
- FAA Field Facility Briefing
 - Overview of FSM v7.9 (Java)
 - Steps to model equivalent GDPs and pull flight list when the ATCSCC is modeling/implementing a Distance Based GDP
 - Description of a GAAP based GDP
- FSM 1.8.8 New Features Training document and CBI for field training use

FSM 7.9 ATCSCC Lesson Agenda*

Day 1

0700: Introduction
0730: Module 1: FSM Basics – Introduction w/
CBI prerequisite
*hands-on exercises only
0815 Module 2 – Display Options
Managing Multiple Airports
Managing Multiple TMIs
Managing Adaptations
Synchronizing Windows
0915: BREAK
0935: Module 3 - Initial GDP
Issuing a GDP
Combining Tier/Dist
GDP Power Runs
1135: LUNCH
1235: Module 4 – GDP Adjustments
Revisions/Extensions
Compressions
Blanket Adjustments
Cancel a GDP
1404: BREAK
1425: Module 1-4 Review and Questions
1500: End of Day

Day 2

0700: Review
0715: Module 5: GDP using GAAP
GAAP Background and Concept
How to Issues a GDP w/
GAAP
Revise a GAAP GDP
0900 BREAK
0920 Module 6: ECR
Monitoring EDCT
Compliance
Using ECR
1020: BREAK
1040: Module 7 – Ground Stops
Modeling Airborne Holding
Issuing a GS
1140: LUNCH
1240: Module 7 cont'
Monitoring a Ground Stop
Additional GS Function
GS Power Run
Cancel a GS
1400: BREAK
1415: Final Review and End of Lesson Test
1500: End of Day

*Proposed Agenda – Has not been approved at time of printing.

ATCSCC Proposed Training Schedule

- NATCA TUT OT&E at ATCSCC 9/27-29
 - Training implementation go/no-go decision
- Pre-training to familiarize key personnel including NOM's, NTMO's, and NATCA - week of 10/4
- Specialist training – 10/12-10/30

Customer Training Plan

- Plan
 - 2 full days
 - 1 representative per airline
 - Hands-on classroom training
 - Using Jupiter Simulation environment
 - At Metron Aviation, Herndon, VA
- Training materials and software will be made available prior to start of training
 - Training Materials on CDM Training Materials web page
 - FSM 7.92 software on Metron Aviation CDM Product Download site

FSM 7.9 Customer Class Agenda

Day 1

- 0900:** Introduction
- 0930:** Module 1 – Introduction to FSM 7.9
- Getting Started
 - Opening FSM
 - FSM Features
 - Introduction to Flight Data
 - GDP Planning
- 1030:** BREAK (20min)
- 1045:** Module 2 - Display Options
- 2.1: Managing Multiple Airports
 - 2.2: Managing Multiple TMIs
 - 2.3: Managing Adaptations
 - 2.4: Synchronizing Windows
- 1145:** LUNCH
- 1245:** Module 3 - Initial GDP
- 3.1: Modeling a GDP
 - 3.2: Combining Center and Distance
 - 3.3: GDP Power Runs
- 1445:** BREAK
- 1500:** Module 4 - GDP adjustments
- 4.1: Revisions/Extensions
 - 4.2: Compressions
 - 4.3: Blanket Adjustments
 - 4.4: Model a GDP Cancellation
- 1625:** Module 1 -4 Review and Questions Period
- 1700:** End of Day

Day 2

- 0900:** Module 1 - 4 Review
- 0915:** Module 5: GDP using GAAP
- 5.1 GAAP Background and Concept
 - 5.2 How to Model a GDP with GAAP
 - 5.3 Monitoring a GDP with GAAP
 - 5.4 Model revision of a GAAP GDP into a normal GDP
 - 5.4.2. – Why would you revise from one type to another
- 1100:** BREAK
- 1115:** Module 6 - ECR
- 6.1: Monitoring EDCTs
 - 6.2: Using ECR
- 1215:** LUNCH
- 1315:** Module 7 - Ground Stops
- 7.1: Modeling Airborne Holding
 - 7.2: Modeling a GS
 - 7.3: Monitoring a Ground Stop
 - 7.4: Additional Ground Stop Functions
 - Expanding the Scope of a GS
 - Reducing the Scope of a GS
 - Moving from a GS to a GDP
- 1515:** BREAK
- 1530:** Module 7 (continued)
- 7.5: GS Power Runs
 - 7.6: Model a GS Cancellation
- 1615:** Final Review/End of lesson test
- 1700:** End of Day

Customer Training Schedule

- Schedule
 - Oct 19-20, 9-5
 - Oct 26-27, 9-5
- Sign-up via e-mail:
CDM_Training@metronaviation.com