Applying CDA lessons to MEM and IND

E Workshop 12/06/07
• Location:
  – Low density-low returns Vs High density- high returns
  – Baby steps – Low density to learn how to implement CDA?
  – Potential cost benefits – Is there an analysis that shows airport with highest benefits potential?
  – Potential capacity impact
  – Other carriers participation
  – Environmental challenges
  – Do we need a location where local ATC is open-minded?
• Arrival design
  – Calculate top of descent for most probably requirements
    • Account for different FMS boxes
    • Account for different aircraft profiles
  – Crossing restrictions should be windows
  – Wind model - RUC
  – Can include vectoring on level segments
  – Low density airports
  – Flexible enroute spacing
  – Special operation airspace constraints
• Implementation
  – Low density-low returns Vs High density- high returns
  – Start with low risk ops: SDF lesson – not Hub sort drivers
  – Identify on/off situations and design trigger
  – Identify other constraints – ie SDF taxi in path complexity
  – Flexible enroute spacing
• Enablers/Studies
  – Human factors study to determine crew workload
  – RTA calculation
  – Required separation at TOD or metering fix/arc
• Metrics
  – Capacity impact
    • Is AAR a good metric?
    • Separation on final
  – Operations Costs
    • Vertical profile
    • Distance and time after TOD
    • Fuel burn after TOD – baseline