

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Seventh Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG7) 12 - 16 August 2024

Agenda Item 3: Achievements in Airspace and Aerodrome Operations

3A2 ACDM IMPLEMENTATION IN THE AFI REGION – PROJECT TEAM REPORT

(Presented by Project Team)

EXECUTIVE SUMMARY
<p>This paper presents the report of the Project Team on the Establishment and Implementation of ACDM in the AFI Region. The paper further highlights proposed criteria including key actions and steps for the effective implementation of A-CDM in the Region. A draft A-CDM implementation guide for the AFI region is also presented for information.</p> <p>The proposed additional criteria and A-CDM implementation guide for the AFI region are attached as Appendices A and B to this paper.</p> <p>The action by the Meeting is in Paragraph 3</p>
REFERENCE(S): Global Air Navigation Plan (Doc 9750) Global Air Traffic Management Operational Concept (ICAO Doc 9854). Document 9971 - Manual on Collaborative Air Traffic Flow Management AAO/SG6 Report APIRG/26 Report
Related ICAO Strategic Objective(s): B- Air Navigation Capacity and Efficiency E- Environmental protection

1. INTRODUCTION

- 1.1. The traffic growth vis-a-vis airport infrastructure has prompted the aviation industry to devise various methods including best practices such as promulgation of new regulations and procedures, sharing of information and collaborative approach in all fields to ensure efficiency in airport operations.

2. DISCUSSION

- 2.1. A-CDM is an element of the Global Air Navigation Plan (GANP) Aviation System Block Upgrades (ASBU) framework and aims to increase airport capacity and efficiency based on the State needs.

- 2.2. A-CDM has globally been identified as a way to unlock latent or unused capacity of airports by increasing situational awareness among all the stakeholders involved in airport operations. Information sharing leads to a better collaborative decision-making process. It also helps to recover quickly from adverse operations, including natural disasters, technological disruptions, among others.
- 2.3. The ICAO WACAF and ESAF Regional Offices have been conducting several activities in the Region since 2015 to raise awareness on the Airport Collaborative Decision-Making methodology. The main challenges observed by the participants during these activities were related to implementation especially harmonization of processes and procedures used by aircraft operators, Air Traffic Control (ATC), Air Traffic Flow Management units (ATFM, where available), airport operators and Ground Handling Agents.
- 2.4. The meeting will recall APIRG/24 held Virtually from 1 to 8 November 2021, which discussed A-CDM implementation in the AFI region. The meeting noted the importance of real time operational information sharing among all the airport stakeholders for the Collaborative Decision Making (CDM) in order to improve capacity and efficiency. The meeting further noted that training and sensitization were critical for A-CDM implementation and also called for stakeholders to support implementation.
- 2.5. The APIRG/26 meeting noted the proposed criteria by the A-CDM Project Team for prioritisation of implementation of A-CDM in the region. The proposed criteria include traffic density at airports, as defined in ICAO Annex 14 Volume 1, to indicate priority for implementation for airports.
- a) **Light.** Where the number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.
 - b) **Medium.** Where the number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements.
 - c) **Heavy.** Where the number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.
- 2.6. The Project team, therefore, proposed that, as criteria, the implementation of A-CDM B0/1 be prioritized for all aerodromes in the region, whereas implementation of A-CDM B0/2 be prioritized for aerodromes with traffic density equal to or greater than medium. The list of the concerned aerodromes will be made based on the traffic statistics.
- 2.7. The project team developed a draft A-CDM Implementation Guide to ensure harmonization and reduce duplication of efforts. The guide provides provisions for the harmonized implementation of A-CDM B0/1 “Airport CDM Information Sharing,” which will foster improved collaborative decision-making among aerodrome stakeholders. Templates and best practices documents will be developed to support States in the implementation of A-CDM B0/1.
- 2.8. The ICAO regional offices will organize a validation workshop by 30 October, 2024 to validate all the supporting documents developed to facilitate the implementation of the A-CDM B0/1.

3. ACTION BY THE MEETING

The meeting is invited to:

- a) Take note of the contents of this working Paper;
- b) Provide feedback on the proposed guidelines and criteria for A-CDM implementation prioritisation;
- c) Provide feedback on the content of appendix 1 and 2; and
- d) Provide further guidance as appropriate.

1. **Appendix 1:** ESTABLISHMENT AND IMPLEMENTATION OF A-CDM IN THE AFI REGION.
2. **Appendix 2:** AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)
IMPLEMENTATION GUIDE FOR AFI REGION