International Civil Aviation Organization

MIDANPIRG Steering Group

Fourth Meeting (MSG/4)
(Cairo, Egypt, 24 - 26 November 2014)

Agenda Item 4: MID Region Air Navigation

AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

(Presented by the Secretariat)

SUMMARY

The purpose of this paper is to present information on Airport Collaborative Decision-Making (A-CDM) which was identified as a priority 1 ASBU Block 0 Module in the MID Air Navigation Strategy.

Action by the meeting is at paragraph 3.

REFERENCES

- AN-Conf/12, Report
- Eurocontrol A-CDM Manual, Version 4, March 2012
- MID Region Air Navigation Strategy

1. INTRODUCTION

1.1 The A-CDM concept is a work philosophy for airports, based on joint decision-making through sharing of information amongst the various parties involved in air operations. Aircraft operators, air navigation service providers and airport operators share updated/precise information.

1.2 At present, A-CDM has been fully implemented in Europe at five international airports: Munich, Paris-Charles de Gaulle, Brussels, Frankfurt, and Rome-Fiumicino, and is in the process of implementation at 30 other airports.

2. DISCUSSION

2.1 A-CDM is an application for a specific environment i.e. airports and designed to "Implement collaborative applications that will allow the sharing of surface operations data among the different stakeholders at the airport". This will improve surface traffic management, reducing delays on movement and maneuvering areas and enhance safety, efficiency, and situational awareness.

2.2 ICAO is currently developing A-CDM standards and recommended practices (SARPs) which are expected to be ready by 2016.

2.3 The MID Air Navigation Strategy includes ASBU Module B0 A-CDM: Improved Airport Operations through Airport Collaborative Decision-Making

Benefits

2.4 Airport operators – A-CDM improves the efficient use of stands/gates and increase airport capacity.

2.5 Aircraft operators – A-CDM will help them reduce surface movement costs due to lower fuel consumption as a result of reduced taxiing and runway end holding times, also reducing environmental impact.

2.6 Ground handling service providers – A-CDM will make data available more in advance, permit better planning of tasks, and improve, inter alia, awareness of aircraft status on the ground, thus reducing delays.

2.7 Air traffic service providers – A-CDM can improve flow control and increase airspace capacity.

2.8 Air traffic controllers – A-CDM can assist in the development of runway improvements and capacity planning.

2.9 Passengers – Passengers will also obtain significant benefits since it will improve punctuality, increase customer satisfaction, reduce lost connections, and they will have better information and service when incidents occur.

Implementation Milestones

2.10 The implementation of A-CDM could be done through: Apron management; ATM-Aerodrome coordination; and declared terminal and runway capacity.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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