

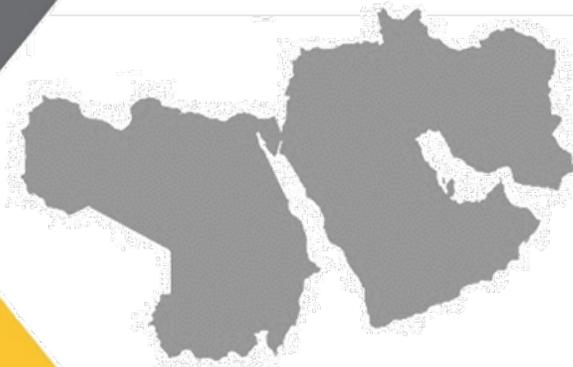


MIDANPIRG/18



RASG-MID/8

VIRTUAL MEETINGS



15-22 February 2021

Specific Air Navigation Issues: AGA/AOP

AGA/AOP matters



ICAOMID

AGA/AOP matters

- The meeting may wish to address the following topics as part of the Airport Planning issues in order to enhance airports' capacity and efficiency in the MID Region. Accordingly, the meeting may wish to endorse the following Draft Conclusions:

AGA/AOP matters

TOPIC	DRAFT MIDANPIRG CONCLUSION 18/XX	WHY	WHAT		WHEN	TO BE ENDORSED BY	STATUS / REMARKS
			ITEM(S)	WHO		MIDANPIRG	
CAPACITY AND EFFICIENCY							
GANP BBBs FOR AOP	STATES NEEDS FOR THE BBB-AOP IMPLEMENTATION					MIDANPIRG/18	Ongoing
	<p><i>That, in order to support the implementation of the BBB for Airport Operations and prioritize the necessary technical assistance in line with the MID Region NCLB Strategy, States:</i></p> <p>a) <i>provide the ICAO MID Office, 1st of March 2021 with their Needs for the BBB-AOP Implementation using the Table at Appendix A; and</i></p> <p>b) <i>are encouraged to volunteer to provide the necessary technical assistance.</i></p>	Monitor the MID States BBB-AOP Implementation needs	Completed Questionnaire on MID States BBB-AOP Implementation needs	States	1 st of March 2021		<p><i>This conclusion amended the DRAFT CONCLUSION 1/6: STATES NEEDS FOR THE BBB-AOP IMPLEMENTATION</i></p> <p><i>(Ref: ASPIG/1 Meeting Report and SL ME 4/1.8 -20/019 dated 14 January 2020.)</i></p>

AGA/AOP matters

TOPIC	DRAFT MIDANPIRG CONCLUSION 18/XX	WHY	WHAT		WHEN	TO BE ENDORSED BY	STATUS / REMARKS
			ITEM(s)	WHO		MIDANPIRG	
CAPACITY AND EFFICIENCY							
AIRPORT MASTER PLAN	AIRPORT PLANNING SEMINAR					MIDANPIRG/18	Ongoing
	<p><i>That, ICAO organize an Airport Planning Seminar in 2022 and States are encouraged to participate actively in this event.</i></p>	<p>Prepare States to the upcoming requirements on Airport Master plan</p>	<p><i>Airport Planning Seminar</i></p>	<p>ICAO</p>	<p>2022</p>		<p><i>This conclusion amended the DRAFT CONCLUSION 1/8: AIRPORT PLANNING SEMINAR (ref: ASPIG/1 Meeting Report)</i></p>

AGA/AOP matters

TOPIC	DRAFT MIDANPIRG CONCLUSION 18/XX	WHY	WHAT		WHEN	TO BE ENDORSED BY	STATUS / REMARKS
			ITEM(S)	WHO		MIDANPIRG	
CAPACITY AND EFFICIENCY							
A-SMGCS	A-SMGCS IMPLEMENTATION SEMINAR					MIDANPIRG/18	Ongoing
	<p>That,</p> <p>a) ICAO organize an A-SMGCS Implementation Seminar/Webinar in 2021; and</p> <p>b) States are encouraged to participate actively in this event.</p>	Ensure proper Implementation of the A-SMGCS on Aerodromes as part of the ASBU Block 0 SURF module of the GANP 6 th Edition	A-SMGCS Implementation Seminar/Webinar	ICAO	2021		<p>This conclusion amended the DRAFT CONCLUSION 1/7: A-SMGCS IMPLEMENTATION SEMINAR</p> <p>(ref: ASPIG/1 Meeting Report)</p>

AGA/AOP matters

TOPIC	DRAFT MIDANPIRG CONCLUSION 18/XX	WHY	WHAT		WHEN	TO BE ENDORSED BY	STATUS / REMARKS
			ITEM(s)	WHO		MIDANPIRG	
CAPACITY AND EFFICIENCY							
ACDM	MID REGION ACDM IMPLEMENTATION PLAN					MIDANPIRG/18	Ongoing
	<p><i>That, by 1st of March 2021, concerned States (according to applicability area included in the MID Air Navigation Strategy) urged to</i></p> <p>a) <i>provide the ICAO MID Office with the contact details of their designated National ACDM Implementation Focal Points; and</i></p> <p>b) <i>populate the Questionnaire on ACDM implementation Plan, using the template at Appendix B.</i></p>	<p>Ensure proper implementation of the ASBU Block 0 ACDM module of the GANP 6th Edition</p>	<p>List of States ACDM focal points and filled ACDM Questionnaire</p> <p>Populated Questionnaire on ACDM Implementation Plan</p>	<p>States</p> <p>States</p>	<p>1st of March 2021</p>		<p>This Conclusion will replace and supersede the following endorsed conclusion: <i>MSG Conclusion 6/6:</i></p> <p><i><u>Survey on ACDM Implementation</u></i> <i>(Ref: State Letter Ref.: AN 5/23-19/072)</i></p>

Action by the Meeting

The meeting is invited to:

- a) take note of the update related to the AOP issues and take actions, as appropriate; and*
- b) endorse the Draft Conclusions related to AOP Matters.*







APPENDIX A

MID REGION CAPACITY BUILDING NEEDS ON AGA AREA REGIONAL TECHNICAL ASSISTANCE ON AIRPORTS DESIGN AND OPERATIONS					
AGA Sub-Areas		State seeks for assistance at the CAA Level (oversight)	State seeks for assistance at the Airport Operators Level	State is volunteering to offer assistance through SMEs and key tools	
Airport Design	Airport Capacity and Master Plan				
	Airside Design				
	Visual Aids				
	Radio Navigation Aids				
	Electrical Systems				
	Terminals				
	Fencing				
Aerodrome Operations	Aerodrome Emergency Plan				
	Rescue and Firefighting				
	Disable Aircraft Removal				
	Wildlife Strike Hazard Reduction				
	Operational Area Management				
	Airside Adverse Condition Operations				
	Ground Servicing of Aircraft				
	Control of Obstacles				
	Aerodrome Maintenance	Airside Electrical			
		Pavement Management			
		Drainage Management			
		Airside Markings			
		Civil Engineering			
	Safety Management	SMS Implementation			
		Phased Approach Implementation Plan			
Gap Analysis					

Survey Questionnaire
Airport Collaborative Decision Making
(A-CDM) Implementation Plan

Name of the State/Administration: _____

Approach to implementation

1. Is the A-CDM implementation a national program/project or a local airport by airport project?
(Please select the applicable box)

It is a national program where A-CDM is being implemented at several airports with one entity managing the overall program to facilitate common procedures and approach to the implementations	
It is an “airport-by-airport” approach where each project is managed at “local” level	
It is a combination of a national program and separate airport projects manager at “local” level	
There is not yet an implementation plan for A-CDM	

Please add free text comments if needed:

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2. If A-CDM has been/is Implemented / going to be implemented, please indicate at which airports and by what year:

Airport	Year

Add additional lines as needed

For EACH airport mentioned above, please provide separate responses to QUESTIONS 3 to 22:

A-CDM Implementation Plan

Status of A-CDM implementation

3. In which of the following phases is the A-CDM implementation?

(Please select the box that is the most suitable option)

No planning, i.e. nothing in relation to A-CDM has started yet	
Initial planning, i.e. collecting information about guidance material etc. to set the scope of the projects	
Planning well underway, i.e. scope set, engaged with stakeholders etc.	
Ready to launch A-CDM implementation project	
A-CDM implemented, i.e. procedures are in place and used in the “day-to-day” operations (Please indicate number of years for A-CDM used in day-to-day operations.	

A-CDM Project Scope

4. Which one of the A-CDM conceptual elements are being implemented as part of the A-CDM project? *(Please select the applicable box(es))*

Information sharing	
Milestone Management	
Variable Taxi Times	
Collaborative Management of Flight Updates	
Pre Departure Sequencing	
A-CDM in adverse conditions	
Integration with Air Traffic Flow Management (ATFM)	

Please add free text comments if needed:

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5. How is Information sharing implemented as par to the solution/planned A-CDM solution?

(Please select the applicable box(es))

Via Information Sharing platform collecting data in real-time from various systems.	
Via manual interaction and information exchange	
A combination of the two alternatives above	

Please add free text comments if needed:

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6. What Milestones (based on the Eurocontrol model) are captured/planned to be captured for the Milestone Management? *(Please select the applicable box(es) and please indicate if the implementation/planned implementation uses any other names for the milestones)*

Eurocontrol Milestones	Applied	Alternative name
Milestone 1 - ATC Flight Plan Activated		

Milestone 2 - CTOT Allocation/EOBT – 2 Hrs		
Milestone 3 - Take off from Outstation		
Milestone 4 - Local Radar Update/FIR Entry		
Milestone 5 - Final Approach		
Milestone 6 - Landed		
Milestone 7 - In Block		
Milestone 8 - Aircraft at Gate		
Milestone 9 - TOBT Entered		
Milestone 10 - TSAT Issued		
Milestone 11 - Boarding Starts		
Milestone 12 - Aircraft Ready		
Milestone 13 - Start-up Request		
Milestone 14 - Start-up Approved		
Milestone 15 - Off Block		
Milestone 16 - Take Off		

Please add free text comments if needed:

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7. Are you planning to apply the concept of Target Off Block Times? *(Please select the applicable box)*

No	
Yes, and this will be the responsibility of the Airlines and/or appointed Ground Handlers to manage and update the Target Off Block Times (TOBT) in order to ensure that TOBT is accurate and reliable.	

a. If yes, will the project provide a solution that facilitates predictive TOBT calculations? *(Please select the applicable box)*

No	
Yes	

8. What methodology is applied/going to be applied for calculating Variable Taxi Time? *(Please select the applicable box)*

“Table look up” utilizing fixed taxi time from gates to runways.	
Dynamic Variable Taxi Time using self-learning algorithms based on real-time and statistical surveillance data	

9. How is Target Start-Up Approval Time (TSAT) being calculated as part of Pre-Departure Sequencing? *(Please select the applicable box)*

Manual TSAT calculations	
Automatic TSAT calculations utilizing a Pre Departure Sequence or full Departure Management system/capability	

a. If TSAT Is calculated automatically, at what key milestones are the TSAT calculated/re-calculated? *(Please select the applicable box(es))*

Milestone 1 - ATC Flight Plan Activated	
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Milestone 2 - CTOT Allocation/EOBT – 2 Hrs	
Milestone 3 - Take off from Outstation	
Milestone 4 - Local Radar Update/FIR Entry	
Milestone 5 - Final Approach	
Milestone 6 - Landed	
Milestone 7 - In Block	
Milestone 8 - Aircraft at Gate	
Milestone 9 - TOBT Entered	
Milestone 10 - TSAT Issued	
Milestone 11 - Boarding Starts	

10. How TSAT information is shared to Airlines operators/Ground Handling Agencies? *(Please select the applicable box(es))*

Via A-CDM portal/web interface/application	
Via mobile application	
Via Automatic Parking Aid displays at gate	
Data link	
Radio communication	

11. What are the key parameters for data exchange between ACDM and ATFM? *(Please specify in free text in the text box)*

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12. To establish the A-CDM project, has any guidance material been used to facilitate the scope and objectives? *(Please select the applicable box)*

Yes	
No	

a. If yes, please indicate what guidance material has been used. *(Please select the applicable box(es))*

ICAO Doc 9971	
Eurocontrol A-CDM Manual	
CANSO A-CDM Guidance Material	
FAA Surface CDM material	
IATA Guidance material	
Specific airport “operational guidelines” materials	
Other material like Eurocae or ETSI standards for A-CDM <i>(Please specify)</i>	

Please add free text comments if needed:

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Local Concept of Operations

13. Has a “Local Concept of Operations” document for the A-CDM implementation been established? *(Please select the applicable box)*

Yes	
No	

a. If yes, please indicate the scope of the document. *(Please select the applicable box(es))*

It sets out the objectives that A-CDM is aiming to achieve	
It provides a common vocabulary with all definitions for A-CDM	
It provides information about information sharing and the sources for the information collected	
It provides information about the milestones used in the A-CDM process	
It defines each participating stakeholder's role and responsibilities as part of the A-CDM process	
It provides how A-CDM shall operate during irregular operations	
It provides descriptions of the process steps for various regular and irregular operations	
It includes how to measure the success of A-CDM once implemented, i.e. Key Performance Indicators (KPIs)	

Please add free text comments if needed:

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Stakeholder Engagement

14. Which stakeholders are involved in the A-CDM implementation? *(Please select the applicable box(es))*

Airport operator	
Airline operators	
Ground handlers	
Air Navigation Service Provider	
Network Operations/ATFM unit	
Others <i>(Please specify)</i>	

15. Has a Memorandum of Understanding (MOU) been established between the stakeholders? *(Please select the applicable box)*

Yes	
No	

Please add free text comments if needed:

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Project Implementation

16. Has a project group been established with all stakeholders involved? *(Please select the applicable box)*

Yes	
No	

Please add free text comments if needed:

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17. Is there a shared leadership or is the project management led by one organization? *(Please select the applicable box)*

Shared leadership	
Leadership is appointed from one organization	

a. Please explain why one of the options is applied:

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18. Is the project group meeting held on a regular basis or ad-hoc? *(Please select the applicable box)*

Regular	
Ad-hoc	

a. Please explain why one of the options is applied:

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19. What are the objectives identified in the project that A-CDM is aiming to achieve?
(Please select the applicable box(es))

Increase predictability	
Increase on-time performance	
Improve resource utilization	
Reduce taxi times	
Increase airport efficiency	
Reduce environmental nuisance	
Optimise the use of available capacity	
Improved safety	
Other <i>(please indicate what other objectives are identified in box below)</i>	

Please add free text comments if needed:

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20. Has the project identified a more detailed Key Performance Framework with Key Performance Indicators to facilitate the measurements of the A-CDM implementation? *(Please select the applicable box)*

Yes	
No	

a. If yes, would the project team be willing to share this work with the ICAO Regional officer for Aerodromes and Ground Aids (AGA) to aid in its future work such as the establishment of more detailed A-CDM guidelines? *(Please select the applicable box)*

Yes	
No	

Please add free text comments if needed:

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Training

21. Has the project established training in any of the following areas for the implementation of A-CDM? *(Please select the applicable box(es))*

Initial training for stakeholders to “what is A-CDM”	
Advanced training for stakeholders to “what is A-CDM”	
Training on how to operate under A-CDM procedures for all stakeholders	
Specialized/tailored training for each user in relation to “what do I need to do when A-CDM is operational at the airport”?	

Please add free text comments if needed:

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Challenges

22. Please rank what hold most true in relation to your A-CDM implementation. (Please use 1-5 where 1 indicates “no, do not agree at all” and 5 is “yes, agree completely”).

A-CDM as a concept is too complicated and vague	
Developed guidelines are not enough to understand how A-CDM shall be implemented successfully	
It is challenging to understand what an A-CDM implementation is, i.e. what has to be achieved to say “yes, we have A-CDM at our airport”	
The challenge is to understand what system(s) is(are) and information are needed to implement A-CDM	
It is challenging to get all stakeholders engaged and committed to the A-CDM project	
It is challenging to manage the A-CDM project	
It is challenging to understand what value A-CDM will bring	
It is very complicated to establish how to measure the success of A-CDM	

Please add free text comments if needed:

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- END -