



Airport CDM – Network Concept

ICAO SAM 3rd Workshop

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Network Concept



Consist of 2 or more Airports, Units, Sectors – not necessarily adjacent.
All have a Network

European Network



42 Member States

1988 - ECAC decision

1996 - CFMU

2011 - Network Manager

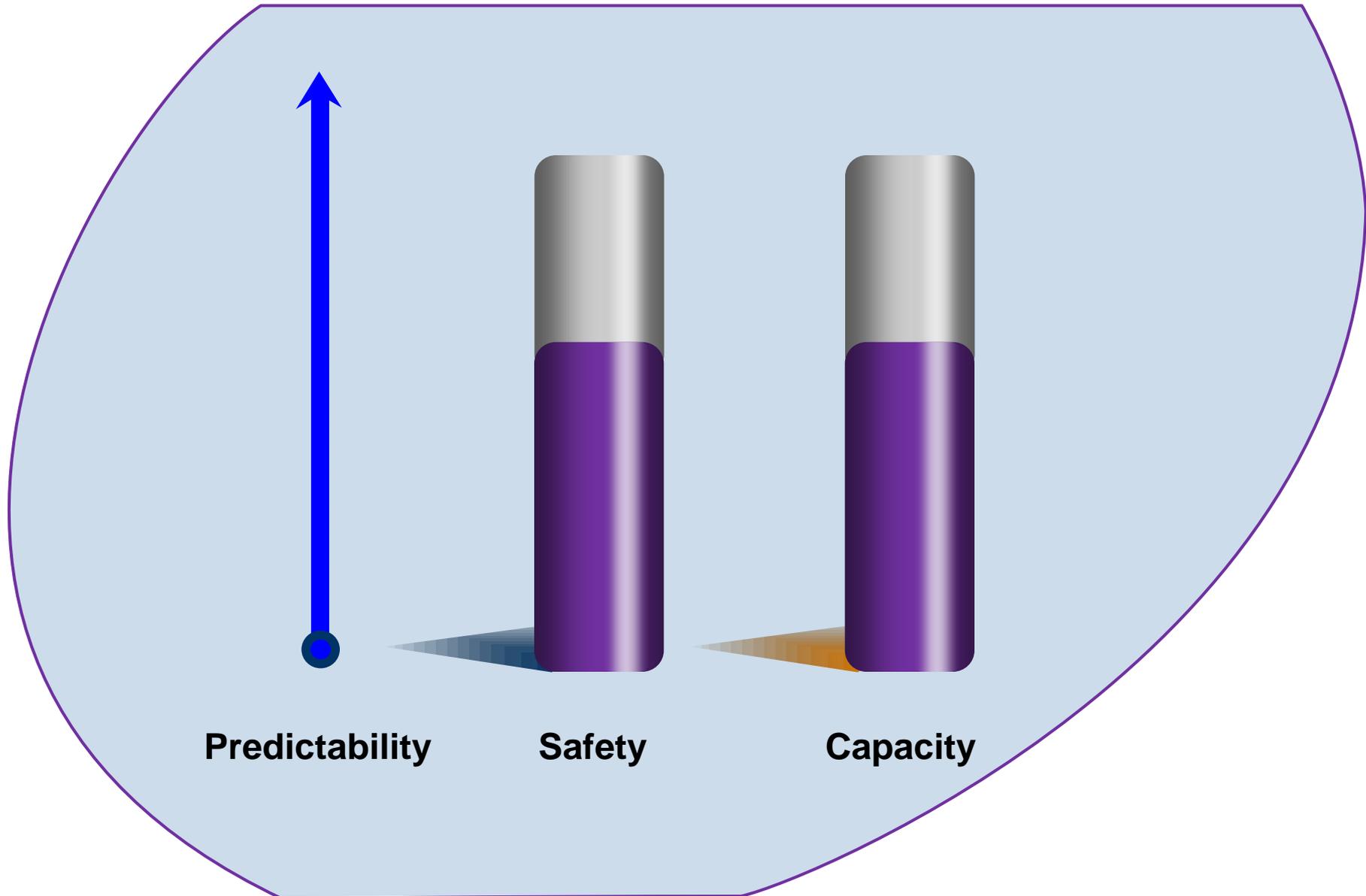


A-CDM in the European Network

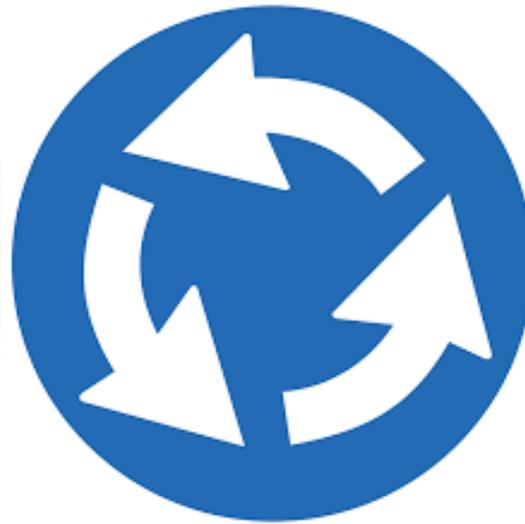


Predictability

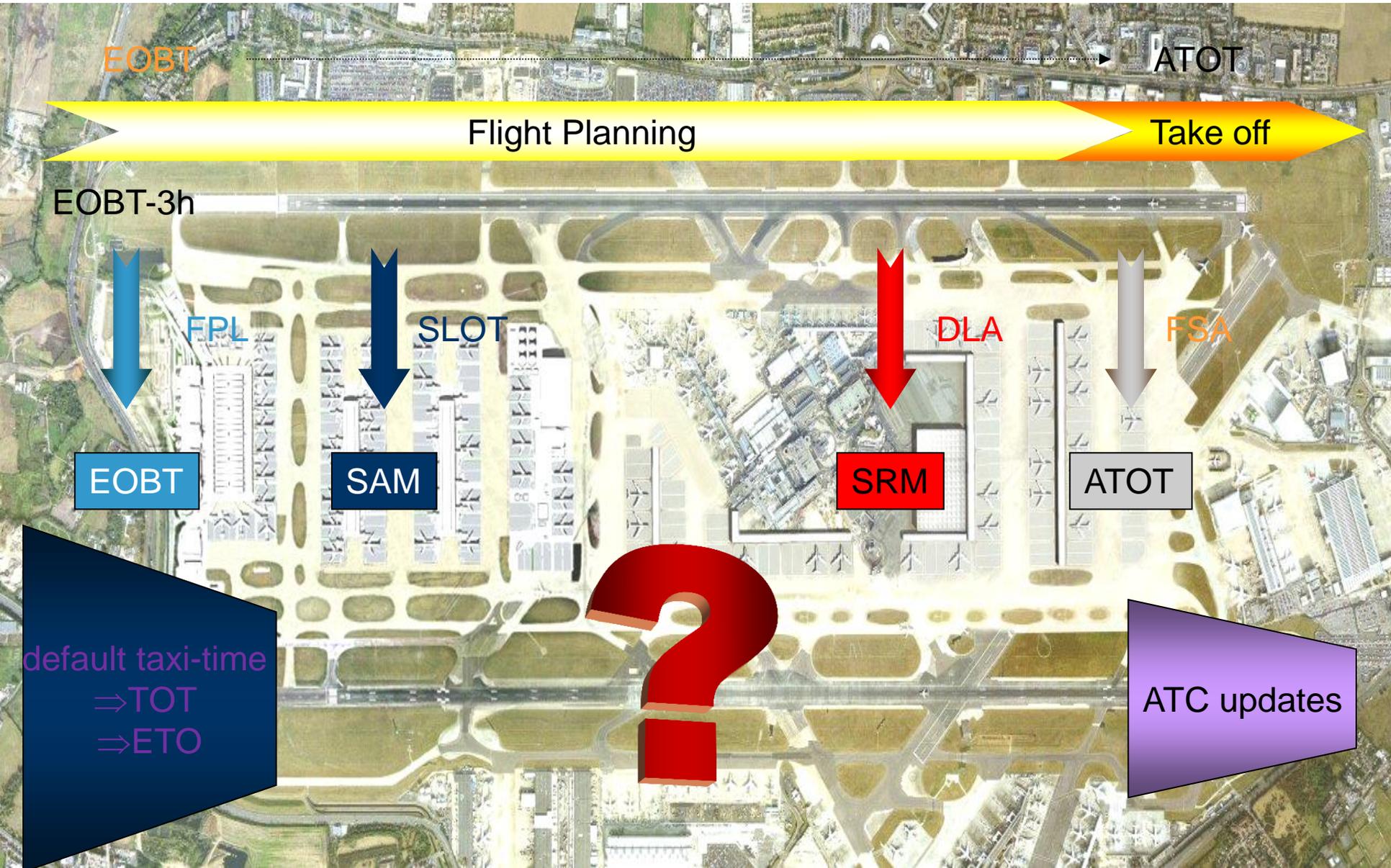
A-CDM in the European Network



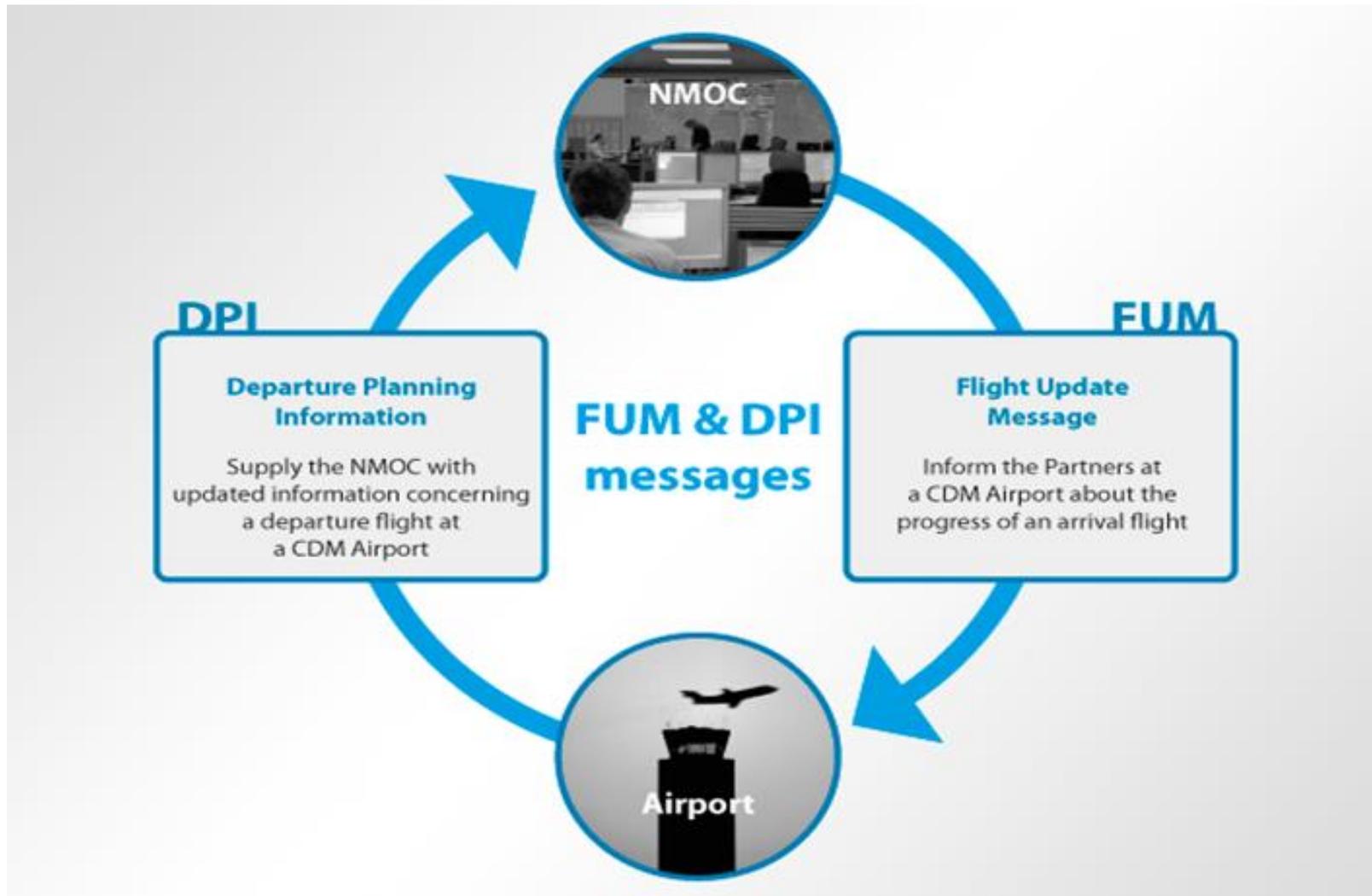
A-CDM in the European Network



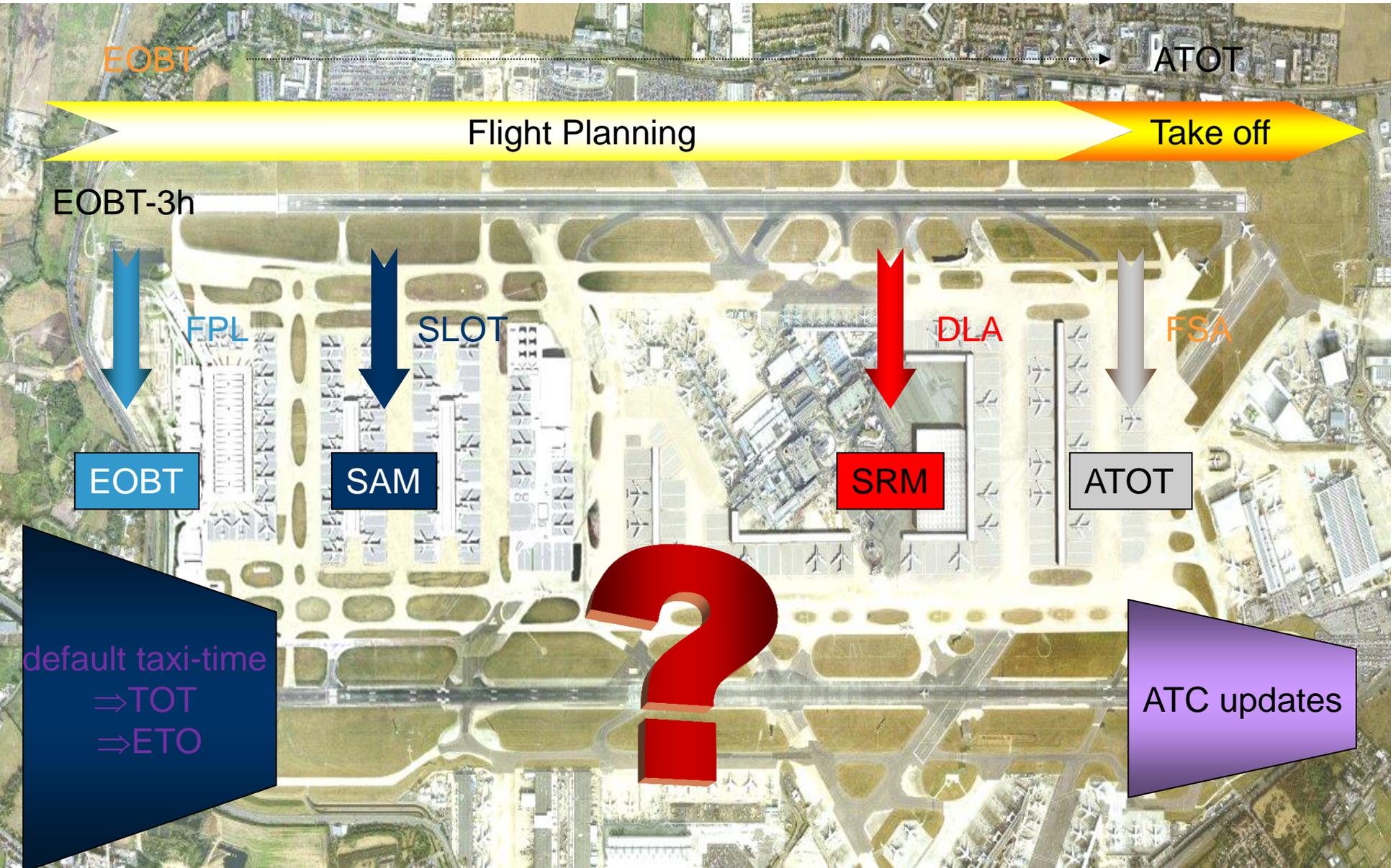
Non - CDM airport - Departure Planning



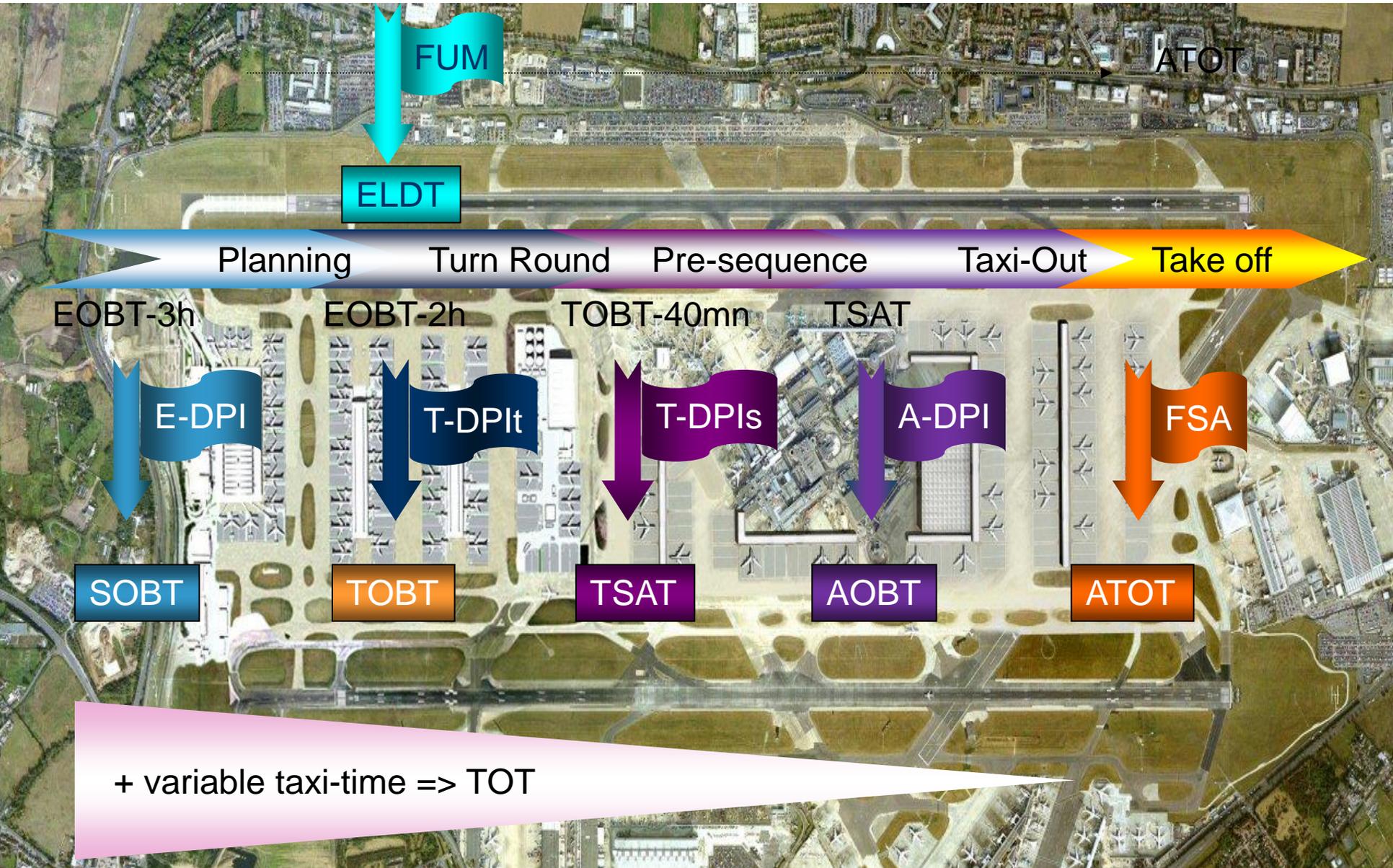
A-CDM in the European Network



Non - CDM airport - Departure Planning



CDM Airport – Departure Planning

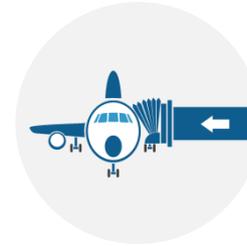


+ variable taxi-time => TOT

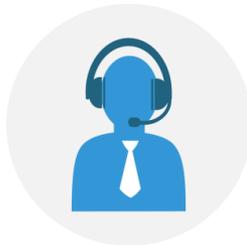
Benefits - Partners



Network
Operations



Airport
Operations



Air Traffic
Control

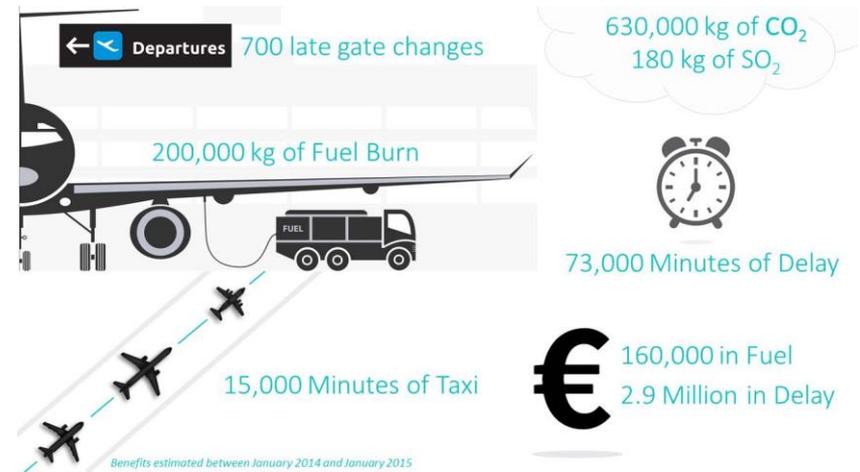
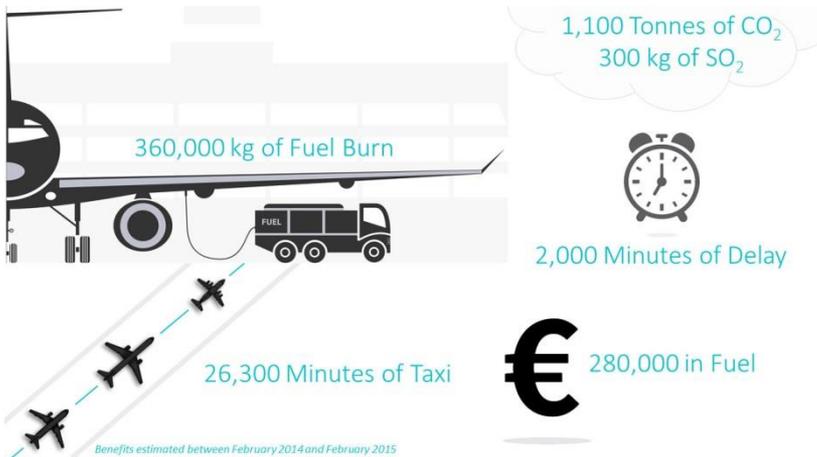


Aircraft
Operators



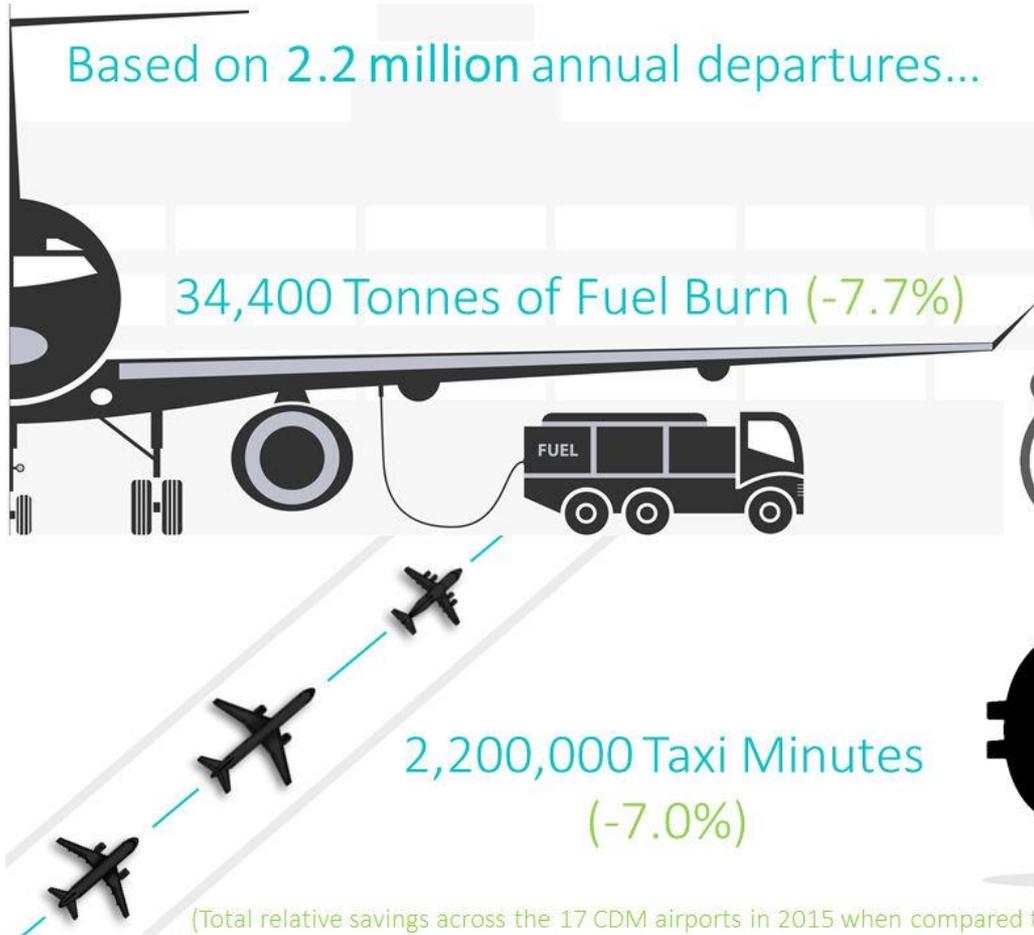
Ground
Handling

Benefits - Partners



Benefits - Network

Based on 2.2 million annual departures...



34,400 Tonnes of Fuel Burn (-7.7%)

102,700 Tonnes of CO₂
28,700 kg of SO₂
(-7.7%)



238,000 ATFM Delay
Minutes (-10.3%)

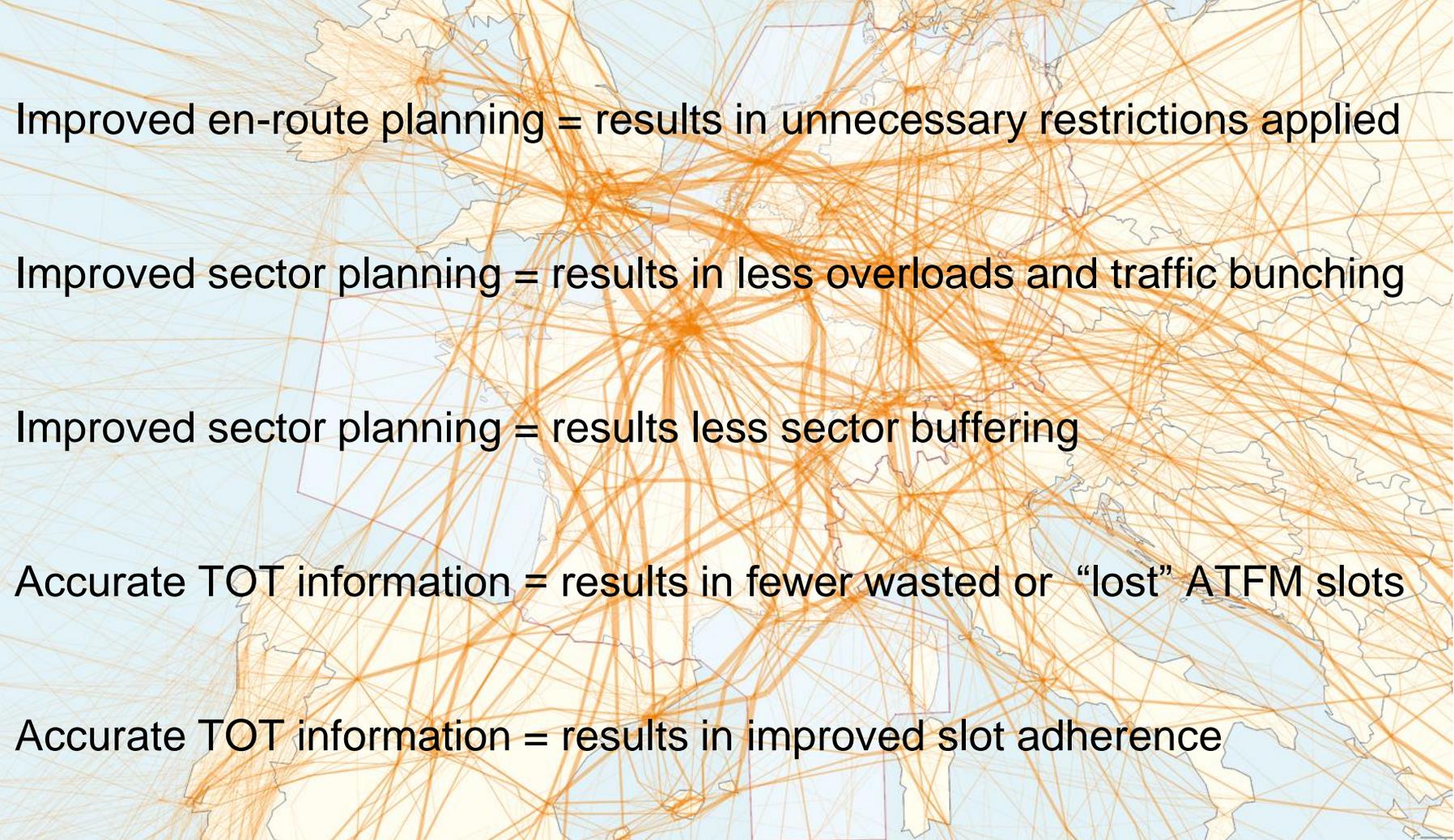
2,200,000 Taxi Minutes
(-7.0%)



26.7 M in Fuel (-7.7%)
15.5 M in ATFM Delay
(-9.8%)

(Total relative savings across the 17 CDM airports in 2015 when compared to pre A-CDM performance)

Benefits - Network



Improved en-route planning = results in unnecessary restrictions applied

Improved sector planning = results in less overloads and traffic bunching

Improved sector planning = results less sector buffering

Accurate TOT information = results in fewer wasted or “lost” ATFM slots

Accurate TOT information = results in improved slot adherence

Thank you

