

**Fifth Meeting of the
Aerodrome Safety, Planning, and Implementation Group (ASPIG/5)
Doha/State of Qatar, 13th-15th June 2023**



A-CDM

Hamad Int. Airport & Doha Int. Airport

June 2023

Franz Sammueller/Air Navigation Department



Qatar A-CDM Stakeholders

Key Stakeholders / Core Team



- Tower (Hamad & Doha)
- Radar
- ATFM



Hamad International Airport: مطار حمد الدولي

- Operations Unit



- Flight OPS
- Ground Services



- Pax OPS
- Cargo OPS
- GA/BA OPS

Other stakeholders



- OCC
- Ground OPS

- All other airlines
- IT-Teams of all stakeholders

Key Information

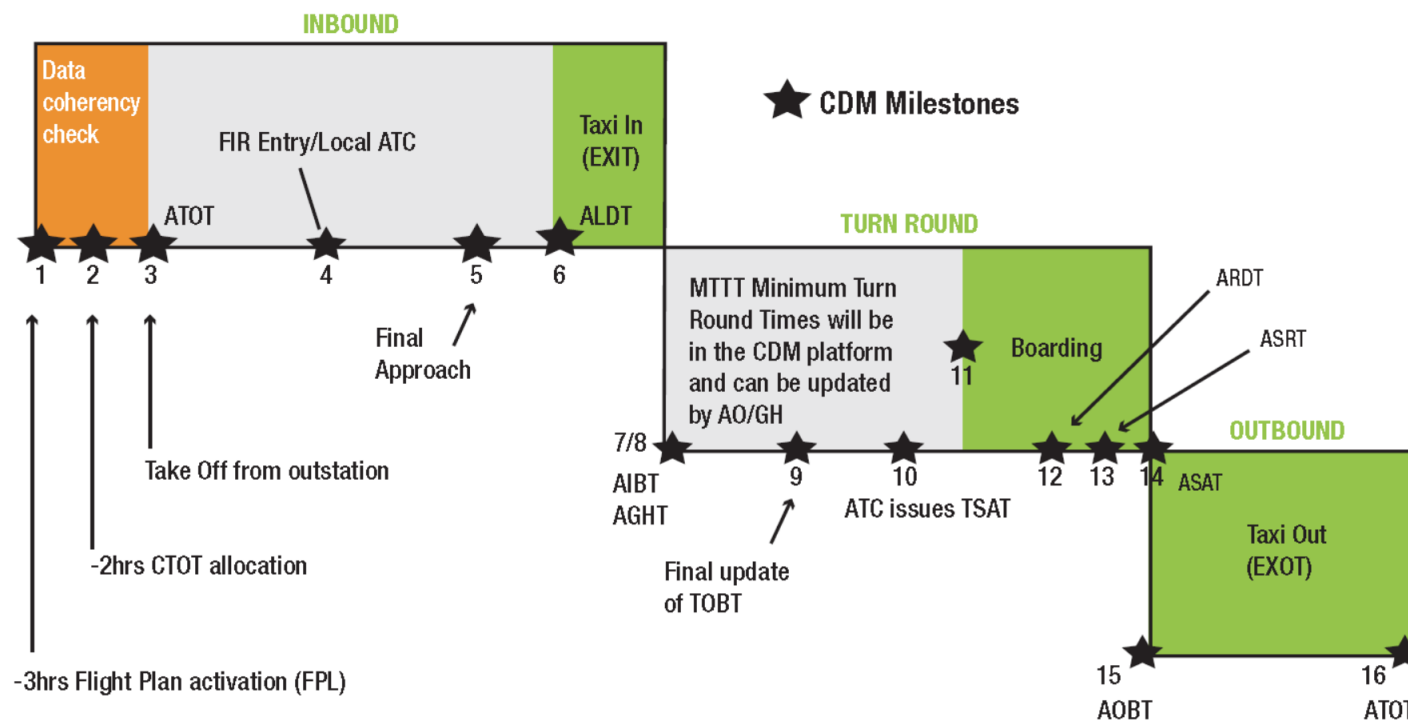
- COVID19 disruption delayed the implementation
 - A-CDM Go-Live 14th November 2022, published as Aeronautical Information Circular
 - A-CDM fully implemented on both OTHH & OTBD
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- A-CDM enhanced Operations during FIFA World Cup 2022
- Transparent communication and close cooperation between all A-CDM stakeholders
- Continuation of A-CDM working groups to adjust procedures, systems and training to achieve the required accuracy, based on lessons learned

Information sharing

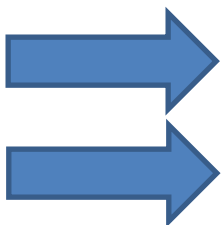
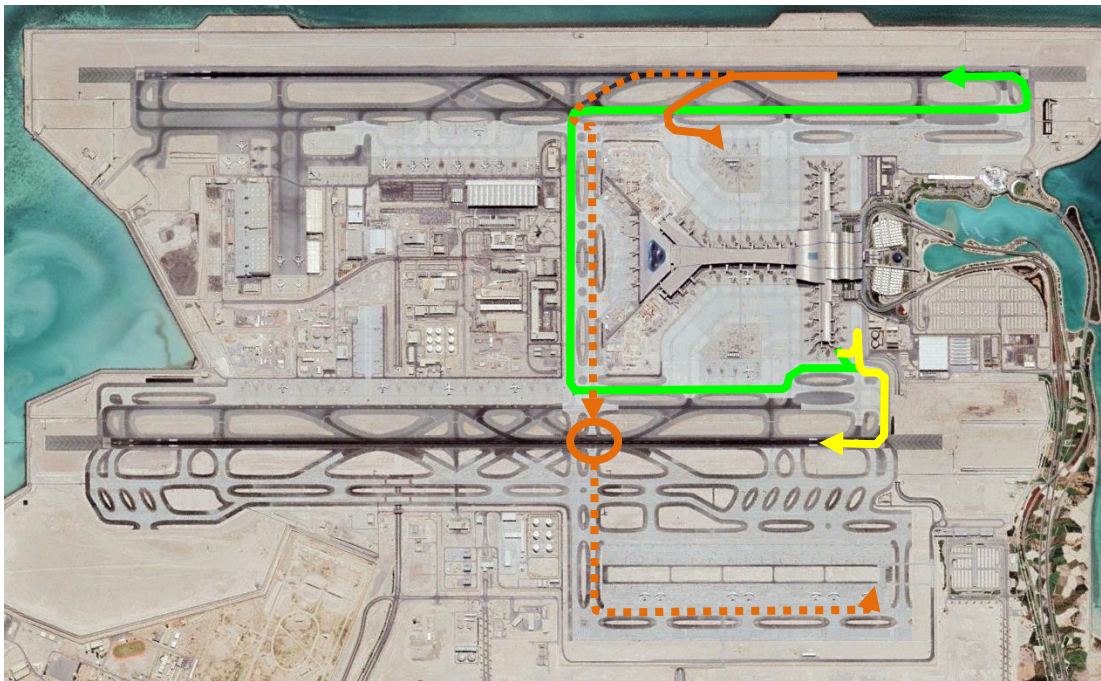
- Common understanding already back in 2017 (initial start of A-CDM)
- Sharing of all relevant information via one common platform
- All stakeholders working with the same quality of data on/via the same platform

Milestone management



Variable taxi time (in & out)

- Airport layout and infrastructure
- Location of aircraft parking stand
- Runway(s) in use and distance from parking stand to the holding position(s)
- Runway crossing required ?
- Push-Back time(s)
- Aircraft type and operator
- Aircraft weight
- Meteorological conditions
- Traffic density
- Local operating procedures

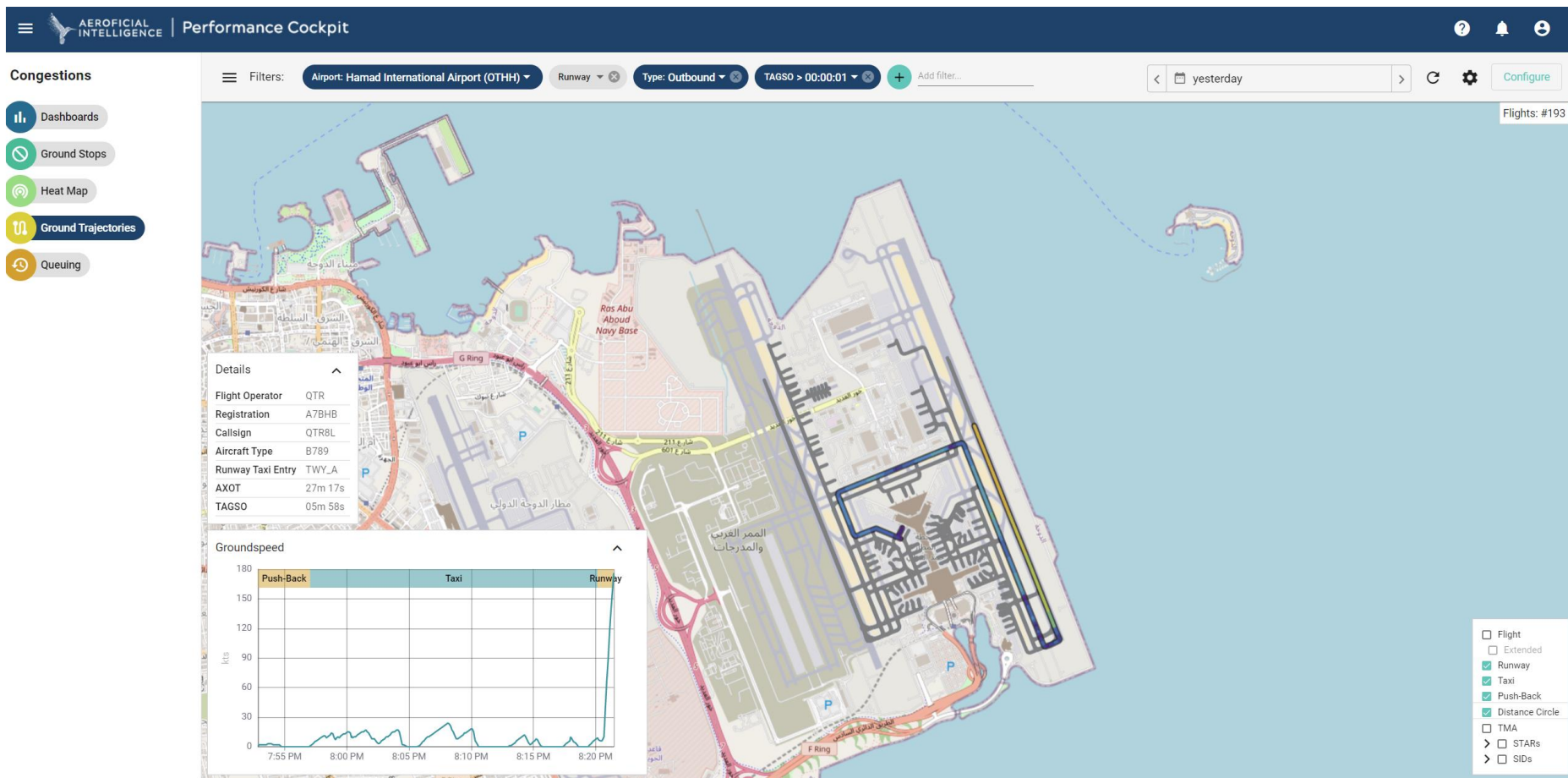


EXIT (“taxi in time”) and EXOT (“taxi out time”)

Aeroficial Performance Cockpit



Aeroficial Intelligence Performance Cockpit



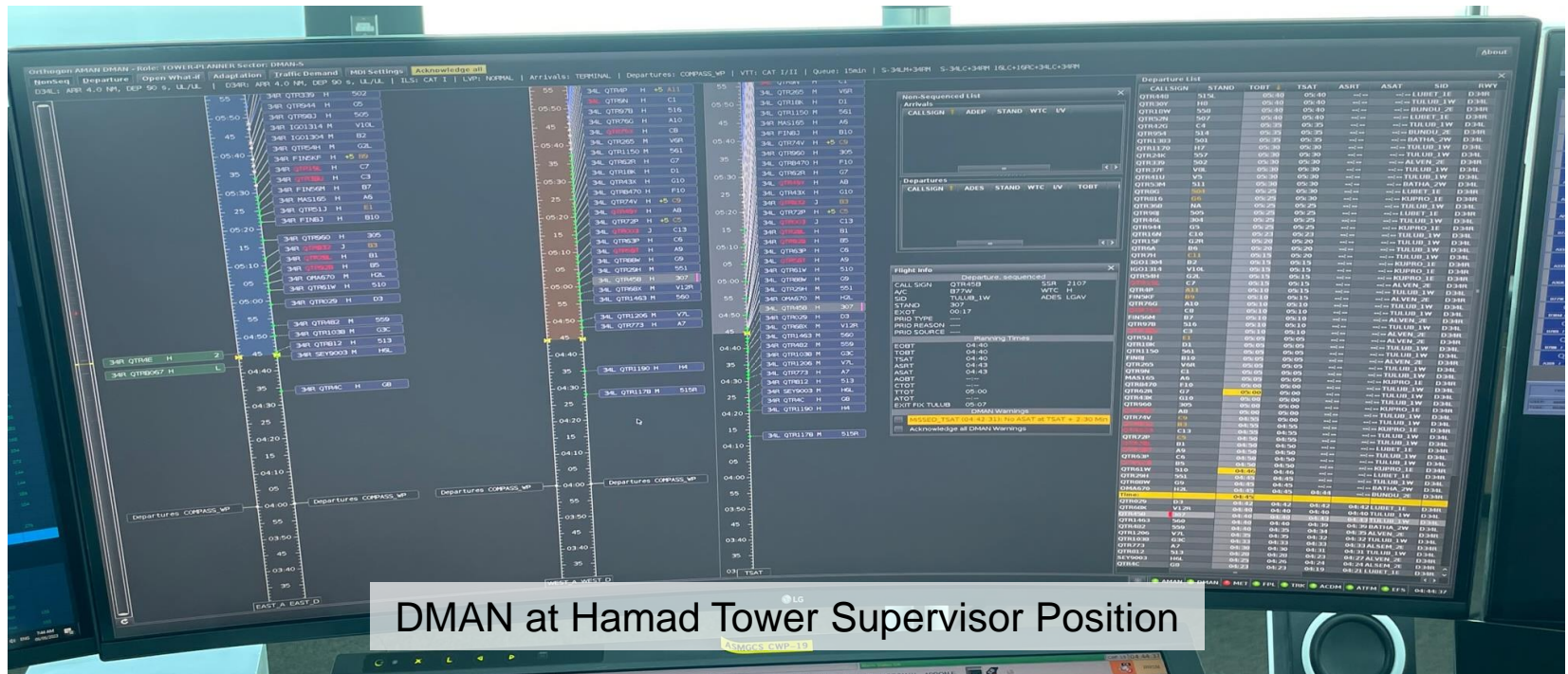
A-CDM at Hamad Int. Airport & Doha Int. Airport

- Ongoing optimization, update handling via A-CDM sharing platform
- General updates, prioritization of flights, etc.
- All stakeholders working with the same quality of data on the same platform
- A-CDM platform and other A-CDM depended systems are configured according to restrictions and operational needs

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Pre-Departure Sequencing

- Departure Manager (DMAN) frequently adjusted to airport expansion areas, operational restrictions & airspace changes
- DMAN is configured to support A-CDM operations based on the latest airspace design
- Ongoing project: Integration of all towing movements into DMAN to optimize traffic flow on the ground



DMAN at Hamad Tower Supervisor Position



Additional Information

- 18th May 2023 ACDM AIC was transferred to Qatar eAIP
 - AD 2 Aerodromes:
 - OTHH AD 2.23 Additional Information / 4 ACDM
 - OTBD AD 2.23 Additional Information / 2 ACDM
- Arrival Manager (AMAN) update ongoing
AMAN is optimizing airspace/runway planning and runway balancing
- A-CDM in adverse conditions is an ongoing activity in the A-CDM working group and results are yet to come

Thank you!

