



International Civil Aviation Organization

The First Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/1)

Bangkok, Thailand, 19 – 23 September 2011

Agenda Item 9: Any Other Business

COLLABORATIVE DECISION MAKING (CDM) INITIATIVE

(Presented by Malaysia, Singapore and Thailand)

SUMMARY

The purpose of this information paper is to present progress of the Collaborative Decision Making (CDM) initiative undertaken jointly among aviation partners in Singapore and Thailand in cooperation with Department of Civil Aviation, Malaysia to enhance ATM operational performance in the face of increasing traffic demand.

1. INTRODUCTION

1.1 Notwithstanding current economic circumstances in Europe and North America, Air Navigation Service Providers (ANSPs) in the Asia-Pacific region continue to experience year-on-year traffic growth of over 10 percent from January 2011 onwards.

1.2 According to IATA presentation at the CANSO Asia-Pacific ANSP Conference in June 2011, Asia-Pacific is already becoming the world's largest aviation market.

1.3 Continuing traffic growth will eventually put pressure on current air navigation service infrastructure which models aviation stakeholders as each other's "customer" in ways that could affect cost-effectiveness, predictability, flexibility as well as other Key Performance Areas (KPA) identified by ICAO as key expectations on the overall air navigation industry.

1.4 On the other hand, under the Collaborative Decision Making (CDM) principle, aviation stakeholders could view each other as "partners" collaborating with the common goal of delivering high-quality air transport service for the flying public as well as other economic sectors relying on air transport. It is expected that adoption of the CDM principle could contribute to enhancements in many of ICAO KPAs from predictability, flexibility, cost-effectiveness, participation of aviation community and environment.

2. DISCUSSIONS

2.1 To meet the challenges of anticipated traffic growth with as well as providing a safe and efficient services, aviation partners in Singapore and Thailand agreed to launch a pilot "Bangkok - Singapore CDM Project" with the aim to improve Air Traffic Management efficiency between the two major cities in the Asia-Pacific region under the CDM principle. The pilot project aims for flights between Bangkok's Suvarnabhumi and Singapore's Changi Airport to demonstrate the efficiency gains achievable through the integration of airport and en-route CDM and will establish best practices for other city pairs in the region.

2.2 The collaboration builds on similar cooperation by stakeholders in establishment of ATFM procedure using the BOBCAT system to manage westbound night time traffic from South/Southeast Asia to Europe (AR 4 Major Traffic Flow) as well as cooperation under the Asia and Pacific Initiative to Reduce Emissions (ASPIRE) framework.

2.3 Aviation partners involved in the project can be grouped by traditional services being offered:

- a) **ANSPs:** Aeronautical Radio of Thailand (AEROTHAI), Civil Aviation Authority of Singapore (CAAS) and Department of Civil Aviation, Malaysia (DCA Malaysia)
- b) **Airlines:** Singapore Airlines and Thai Airways
- c) **Airport Operators:** Airports of Thailand (AOT) and Changi Airport Group (CAG)
- d) **Ground Handling Agents:** SATS (Singapore Airport Terminal Services) and Thai Airways

2.4 The initiative is currently being supported by Civil Air Navigation Service Organization (CANSO) Asia-Pacific office and CANSO's Operations Standing Committee (OSC), with Airservices Australia supporting Mr Greg McDonald and Metron Aviation supporting Mr Stuart Ratcliffe as moderators for the initiative, while the group is being co-chaired by Mr Rosly Saad from CAAS and Mr Piyawut Tantimekabut from AEROTHAI.

2.5 The project seeks to demonstrate potential efficiency gains from implementation of Collaborative Decision Making (CDM) on all phases of flight in the Bangkok – Singapore city pair from scheduling, flight planning, surface movement at airports, integration with en-route CDM process and post-operational reviews in order to enable seamless ATM operations from all partners' perspective.

2.6 CDM would involve exchange of information among all aviation partners. As such, the initial scope of the project will involve sharing of required information to enable enhancement of gate-to-gate operations, with the ultimate goal of expansion to curb-to-curb optimizations.

2.7 It is expected that identified best practices from this pilot project could serve as a model, which can be applied to other city pairs in order to contribute to seamless ATM operations from all aviation partners' perspective, while also contributing to the Seamless ASEAN Sky initiative.

2.8 It is also expected that as the project matures, more stakeholders will come on board to ensure inclusion of other airlines and ground handling agents operating between the city pair.

2.9 Since the project's launch in June 2011 in Bangkok, the second meeting of the project was held in Singapore in August 2011, exchanging operational details of flights on the city pair in order to develop the project's initial Concept of Operations, which will identify information being shared and how they would benefit aviation partners from realizing Common Situational Awareness. The second meeting also marked the inclusion of DCA Malaysia into the project team recognizing their vital role in the en-route segment of this pilot project for the Bangkok-Singapore city pair.

2.10 Based on discussion at the meeting, it is expected that implementation of CDM on the city pair would contribute to enhancements of ATM performance for the city pair, better on-time performance for the airlines and reduction of congestion at the airports, leading to higher predictability, quantifiable fuel savings and reduced carbon emissions.

2.11 As the initiative's Project Management Plan and Concept of Operations mature over time, it was agreed that the group will meet again in Bangkok on 16-17 November 2011 in order to further progress Concept of Operations into operational trials. In the meantime, collaborative work continues via teleconferences and e-mail exchanges.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to note progress of the Collaborative Decision Making initiative by the various stakeholders to enhance ATM operational performance.

----- end -----