

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fourth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO/SG4), Virtual Meeting, 16 to 18 August 2021**Agenda Item 3:****TITLE : ESTABLISHMENT AND IMPLEMENTATION OF A-CDM IN THE
AFI REGION PROJECT***(Presented by Project Team)***SUMMARY**

This paper presents Status of development of the project document on Establishment and Implementation of B0-ACDM in the AFI Region and highlights recommended steps for the effective implementation of Airport Collaborative Decision Making.

It justifies the relevance of the project for the AFI region and the criteria for the implementation of ACDM merge. A list of aerodrome is proposed and the major elements of the project are highlighted.

Action by the meeting is at paragraph 3.

REFERENCE(S):

Global Air Navigation Plan (Doc 9750)

Global Air Traffic Management Operational Concept (ICAO Doc 9854),

Related ICAO Strategic Objective(s): ASBU Block 0 Modules, B0-80/ACDM

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO) advocates several areas of performance improvement in its Global Air Navigation Plan (GANP) to be implemented in the signatory countries in the coming decades. The ASBU Block 0 Modules, B0-80/ACDM; Improved Airport Operations through Airport-CDM is significant in the Air Traffic Flow Management (ATFM).

1.2 Implementation of ACDM can take place in any airport provided there is need to ensure collaboration amongst Stakeholders in the Airports from Air Traffic Management, Ground Handling, Airport Management among others.

2. DISCUSSION**A. Project justification**

1. The Eleventh Air Navigation Conference (AN-Conf/11) was held in Montreal from 22 September to 3 October, 2003. At this meeting Recommendation 1/1 was agreed

for the “Endorsement of the global ATM operational concept”. This concept was subsequently published as the *Global Air Traffic Management Operational Concept* (ICAO Doc 9854), First Edition, 2005. Central to this concept is the need to evolve towards a more collaborative environment, as noted in the AN-Conf/11 Report (paragraph 1.2.1.3 in the AN-Conf/11 Report on Agenda item 1):

2. *The goal, therefore, was an evolution to a holistic, cooperative and collaborative decision-making environment, where the expectations of the members of the ATM community would be balanced to achieve the best outcome based on equity and access.*
3. At the eleventh meeting of the Aerodrome Operational Planning Subgroup (AOPSG / 11) held in Dakar (Senegal) from August 3 to 7, 2015, States were asked to identify a number of international airports in the AFI area for the implementation of A-CDM provided for in the global air navigation plan.
4. The APIRG Airspace and Aerodrome Operations (AA SG/2) which took place in Nairobi, Kenya on 21-25 May 2018 established the A-CDM project. This project is to be part of the APIRG Aerodrome Operations Work Group. The objectives of this project are to implement APIRG decisions by developing a plan of implementing ACDM in the AFI region. The Project Team comprising of CANSO, IATA, Aerodromes operators and ANSP is tasked to coordinate the development of project documents and implementation strategies in collaboration with the Secretariat before end of 2018. CANSO was identified as the convener of the CDM and A-CDM sub-group, which is within the Aerodrome operations project.
1. In 2018, during the CANSO Africa Conference, held in Kenya, Mombasa, seven emerging issues were identified, which must be addressed to ensure Regional seamless operations, invisible borders and to better prepare Africa to cope with traffic growth. The CANSO Mombasa Air Traffic Flow Management (ATFM) Roadmap was adopted to address one of the emerging issues identified i.e. Implementation Roadmap of CDM, A-CDM and ATFM. The APIRG/22 endorsed the CANSO Mombasa ATFM Roadmap as one of the pillars for seamless operations concept. The project is tracked under the AAO/SG as an Aerodrome and Airspace program and is led by CANSO as part of the collaborations. The CANSO Mombasa ATFM Roadmap has been published and is available under the CANSO website.
2. The project document proposes based on Doc 9971 that Airports with passenger traffic exceeding one million passengers per year will implement ACDM in all phases. However, Airports, in particular state capitals, can be volunteer for a partial implementation of the ACDM to optimize operations and deal with congestion situations, particularly in the context of the management of significant traffic flows during summits of head of states for example

ACDM implementation may concern international aerodromes with challenges in Airport operations such as:

- a. Congestions during peaks
- b. Inefficiency on the airport infrastructure due to non-optimized turnaround and sequencing performance
- c. Poor punctuality and performance (such as airport start delays)

- d. Lack of transparency on overall airport plan, or lack of a 'single version of information
- e. Poor recovery of airport after disruption.
- f. Poor interface with handling agents where relevant stakeholders do not have access to real time systems on turnaround and delay status

The project document has proposed a detailed approach to support Airports in AFI implementation of A-CDM.

The draft project document is attached to this paper as **Appendix A**.

3. ACTION BY THE MEETING

The meeting is invited to:

- a) Take note of the contents of the Working Paper;
- b) Strengthen the project team in order to set action plan and monitoring its implementation;
- c) Encourage States/Aerodromes proposed in appendix 1 to commit to the implementation of the ACDM;
- d) Encourage States/Aerodromes to be volunteer for partial or fully implementation of ACDM;
- e) Review and amend, as deemed necessary, the major elements raised by the project team on ACDM Implementation at Appendix 2.
