A-CDM

A REGULATORS PERSPECTIVE

Presented by

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OUR VISION: A LEADING, SAFE, SECURE AND SUSTAINABLE CIVIL AVIATION SYSTEM
SCOPE

• What is A-CDM
• Why A-CDM
• A-CDM in the UAE
• Regulator Actions
WHAT IS A-CDM

- Common sense applied on a daily basis
- A concept requiring culture change & a proven set of procedures
- Sharing of information to create a common airport view
- Acting on shared information to improve decisions
- About people not technology
- Bringing benefits to all airport partners
WHY A-CDM

• Traffic growing – efficiency required

• A-CDM - More than just the significant local benefits – Regional and Global enhancement

• Pre-requisite for DMAN, DMET

• There is no way to successfully implement any form of regional ATFM without accuracy and predictability

• ICAO ASBU - Consistent A-CDM implementation at all major airports
A-CDM IN THE UAE

• GCAA recognized the importance of A-CDM and prioritized the implementation at 3 major airports:
  • Dubai
  • Dubai World Central
  • Abu Dhabi

• The prioritization was done in conjunction and collaboration with the ATM stakeholders, which includes the operators, airports and ANSP’s.
A-CDM PARTNERS
THE ROLE OF THE REGULATOR

• Regulate Civil Aviation activities to achieve safe and secure civil aviation systems

• Ensure adherence to the regulatory requirements / certification / authorizations / approvals through effective oversight systems

BUT IS THIS THE ONLY ROLE FOR THE REGULATOR TO PLAY?

WILL THIS FACILITATE ATM DEVELOPMENTS – (A-CDM)?
THE ROLE OF THE REGULATOR

• The regulator should facilitate the development of ATM (which includes A-CDM) enhancements and technologies though the following:

  1. Through introducing policies and regulations that will accommodate such developments for ATM stakeholders

  • Example 1: The airspace policy which was published and included a clear statement that the UAE will be implementing ASBU modules – including A-CDM concept.
  • Example 2: The UAE ATM strategic plan which was published and includes timelines and priorities for implementing A-CDM
2. Collaboration with international / regional organizations

By:
- Participating at ICAO Panels and working groups to allow your industry to shape global developments
- Host seminars and workshops to provide opportunity for awareness and training
- Share and exchange practices with international / regional partners to accommodate lessons learnt within your national plans
3. Fostering National plans through establishing technical / advisory committees

- Example 1: National Airspace Advisory committee / National ATC Technical committee / National AIM technical committee / National CNS technical committee

- Example 2: Established an Internal UAE A-CDM work group under the National Airspace Advisory Committee (NASAC)

Note: the above committees are all facilitated by GCAA regulator and consists of all ATM stakeholders including ANSPs, airports and operators with the aim of developing national plans.
REGULATOR ACTIONS

• CURRENT
  – Provide Guidance to the UAE A-CDM work group
  – Report Implementation progress to ICAO MID
  – Continue support to the ICAO A-CDM work group

• FUTURE
  – Report Implementation progress to ICAO MID
  – Ensure A-CDM status published in the UAE AIP as applicable
  – Ensure sufficient training to Organizations in order to facilitate the implementation of A-CDM
  – Ensure GCAA Inspectors are trained in order to provide efficient oversight
THANK YOU