



**ASSEMBLY — 38TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 33: Standardization**

**AIRPORT COLLABORATIVE DECISION MAKING**

(Presented by Airports Council International)

**EXECUTIVE SUMMARY**

Airport operators support the development of Airport Collaborative Decision Making (A-CDM). It is a process by which all partners at the airport, including the air traffic management system, can share data and work together to achieve greater efficiencies in the use of scarce resources. It is a cultural change that can transform airport operations from “first come – first served” to “deliver on time”. Moreover, the benefits multiply as more airports (and air navigation service providers) implement A-CDM. With consistent efforts, we are addressing and resolving these challenges.

**Action:** The Assembly is invited to:

- a) support AN-Conf/12 Recommendation 2/1f);
- b) support ACI Resolution 1 (ACI General Assembly, June 2013); and
- c) urge States to support joint promotion of A-CDM by ICAO, ACI, CANSO and IATA, as well as jointly-supported pilot implementations and trials.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective on Air Navigation Capacity and Efficiency.
<i>Financial implications:</i>	This activity is expected to be covered from the 2014-2016 Regular Programme budget.
<i>References:</i>	AN-Conf/12-WP138 and AN-Conf/12-WP162-2 (Report) A38-WP/39 ACI Resolution number 1-2013: “Airports urge ICAO, States and other stakeholders to work collaboratively to support and promote the use of airport collaborative decision making”

## 1. INTRODUCTION

1.1 The Global Air Navigation Plan (GANP) “organizes efficiency-related infrastructure and procedure modernization requirements into a series of operational improvement modules with flexible implementation timelines outlined through the Aviation System Block Upgrades (ASBUs)...air navigation improvements are based largely on the ASBU framework developed collaboratively with States and the aviation community”. Airports are an essential part of the chain and ACI has worked closely with ICAO and the airport community to develop policies which increase the overall efficiency of the aviation system.

1.2 ACI particularly welcomed the support for its recommendation on Airport Collaborative Decision Making (A-CDM) at the Twelfth Air Navigation Conference (AN-CONF/12) in November 2012, and as this was adopted by the Conference, encourages ICAO and States to actively pursue the implementation of this Recommendation (see discussion in paragraph 2.4).

## 2. DISCUSSION

2.1 At the AN-Conf/12 the Conference concluded that “increased runway infrastructure and advances in air navigation and aircraft systems were fundamental to increasing airport capacity, but are to little avail if overall airport surface operations were not optimized to improve airport performance”.

2.2 Addressing modules on A-CDM, the Conference also acknowledged the importance of A-CDM as an enabler for airport partners to work together more efficiently and transparently, and recognized that through the use of A-CDM, information sharing among stakeholders would be improved and the use of local capacity optimized. A-CDM would enable decision making under rapidly changing operational conditions to improve predictability, capacity, performance resilience and efficiency.

2.3 Airport operators support the development of A-CDM as a cultural change that could transform airport operations from “first come – first served” to “deliver on time”. Moreover, the benefits are expected to multiply as more airports (and air navigation service providers) implement A-CDM. It would also link with the development of air traffic flow management, as a further enabler of efficiencies. ACI continues to work with both CANSO and IATA to foster a common approach that would be expected to bring benefits across the air transport system.

2.4 AN-Conf/12 adopted Recommendation 2/1 f):

*“That ICAO work with the Airports Council International (ACI) and other interested parties on guidance material to promote the globally-harmonized implementation of airport collaborative decision-making, including best practices and global technical standards”;*

The Assembly is invited to support this recommendation, and request that it be given priority in the ICAO work programme.

2.5 Subsequently, at its World Annual Conference in June 2013, the ACI Assembly adopted a Resolution on A-CDM, the text of which is reproduced in the Appendix to this paper. This resolved that ACI should urge ICAO and other parties to:

- a) support airports in all parts of the world to introduce A-CDM by ensuring that the regulatory framework is in place and that appropriate guidance material and technical assistance is available; and
- b) use innovative solutions to meet the challenges ahead and manage increases in traffic using the existing airport infrastructure while delivering operational benefits, reducing costs, improving efficiency and protecting the environment.

2.6 It would benefit all parties to work together to implement A-CDM according to common technical standards which would ensure interoperability. ICAO has a key role in fostering such standards. ACI is ready to work with ICAO, CANSO and IATA to develop and test the practical benefits at airports by means of pilot and demonstration projects.

### 3. **CONCLUSION AND RECOMMENDATION**

3.1 The Assembly is invited to agree:

- a) to support the AN-Conf/12 recommendation in paragraph 2.4 above;
- b) to support the ACI Resolution in paragraph 2.5 above; and
- c) to urge States to support joint promotion of A-CDM by ICAO, ACI, CANSO and IATA, as well as jointly-supported pilot implementations and trials.



**APPENDIX**

**RESOLUTION No. 1**

(ACI Annual General Assembly, June 2013)

**AIRPORTS URGE ICAO, STATES AND OTHER STAKEHOLDERS TO WORK  
COLLABORATIVELY TO SUPPORT AND PROMOTE THE USE OF AIRPORT  
COLLABORATIVE DECISION MAKING (A-CDM)**

The 23rd ACI World Annual General Assembly,

*Recalling* that ACI Europe, Eurocontrol and CANSO (Civil Air Navigation Services Organization) agreed a Joint Action Plan on A-CDM on 28 October 2008 aimed at promoting and implementing A-CDM across Europe;

*Recalling* that ACI and CANSO signed a Memorandum of Cooperation on 25 June 2012 on the promotion and implementation of A-CDM;

*Noting* that the International Civil Aviation Organization (ICAO) agreed Conclusions and Recommendations to support A-CDM at its November 2012, 12th Air Navigation Conference in Montréal, Canada;

*Recognising* that A-CDM minimizes delays and maximizes airport capacity by enabling key partners in the air transportation system to share vital aviation data necessary for improved aircraft turn-round times and pre-departure sequencing processes;

*Recognising* that such information sharing underlies the smooth operation of any system, that the air transportation system is no different, and that airport operators, aircraft operators, groundhandlers, air traffic control and air traffic management will share key information for the benefit of the system as a whole;

*Convinced* that A-CDM will enable less disruption of passenger journeys as aviation partners have access to real-time data about flight arrivals and departures and baggage routing, and that it will help avoid delays, prevent missed connections and reduce costs for travellers and service providers alike; and,

*Encouraged* that airports in Europe have already achieved impressive benefits in passenger service, operational efficiency and cost reductions,

*Resolves* that ACI urge ICAO and other parties to:

- a. support airports in all parts of the world to introduce A-CDM by ensuring that the regulatory framework is in place and that appropriate guidance material and technical assistance is available; and
- b. use innovative solutions to meet the challenges ahead and manage increases in traffic using the existing airport infrastructure while delivering operational benefits, reducing costs, improving efficiency and protecting the environment.