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# ICAO current work on A-CDM

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# Contents

- ACDM in ICAO provisions
- Fundamentals of ACDM
- Objectives
- Actors and Stakeholders



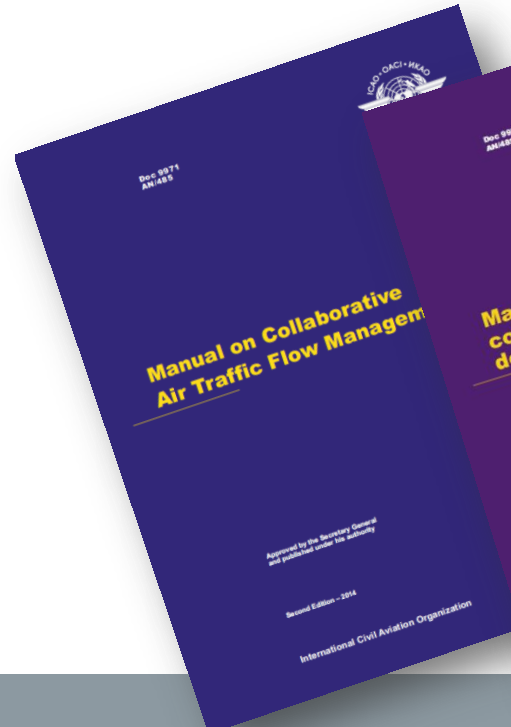
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# ICAO provisions





**B0-ACDM Improved airport operations through Airport-CDM**

To implement collaborative applications that will allow the sharing of surface operations data among the different stakeholders on the airport. This will improve surface traffic management reducing delays on movement and manoeuvring areas and enhance safety, efficiency and situational awareness.

**Applicability**

Local for already established airport surface infrastructure.

**Benefits**

<b>Capacity</b>	Enhanced use of existing infrastructure of gate and stands (unlock latent capacity). Reduced workload, better organization of the activities to manage flights.
<b>Efficiency</b>	Increased efficiency of the ATM system for all stakeholders. In particular for aircraft operators: improved situational awareness (aircraft status both home and away); enhanced fleet predictability and punctuality; improved operational efficiency (fleet management); reduced delay.
<b>Environment</b>	Reduced taxi time; reduced fuel and carbon emission; and lower aircraft engine run time.

**Cost**

The business case has proven to be positive due to the benefits that flights and the other airport operational stakeholders can obtain. However, this may be influenced depending upon the individual situation (environment, traffic levels investment cost, etc.).

A detailed business case has been produced in support of the EU regulation which was solidly positive.

**B1-ACDM Optimized airport operations through A-CDM total airport management**

To enhance the planning and management of airport operations and allows their full integration in air traffic management using performance targets compliant with those of the surrounding airspace. This entails implementing collaborative airport operations planning (AOP) and where needed, an airport operations centre (APOC).

**Applicability**

AOP: for use at all the airports (sophistication will depend on the complexity of the operations and their impact on the network).

APOC: will be implemented at major/complex airports (sophistication will depend on the complexity of the operations and their impact on the network).

Not applicable to aircraft.

**Benefits**

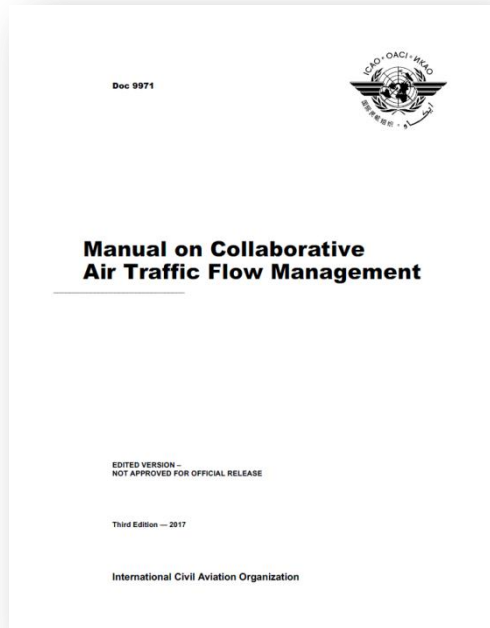
<b>Efficiency</b>	Through collaborative procedures, comprehensive planning and proactive action to foreseeable problems a major reduction in on-ground and in-air holding is expected thereby reducing fuel consumption. The planning and proactive actions will also support efficient use of resources; however, some minor increase in resources may be expected to support the solution(s).
<b>Environment</b>	Through collaborative procedures, comprehensive planning and proactive action to foreseeable problems a major reduction in on-ground and in-air holding is expected thereby reducing noise and air pollution in the vicinity of the airport.
<b>Predictability</b>	Through the operational management of performance, reliability and accuracy of the schedule and demand forecast will increase (in association with initiatives being developed in other modules).

**Cost**

Through collaborative procedures, comprehensive planning and proactive action to foreseeable problems, a major reduction in on-ground and in-air holding is expected thereby reducing fuel consumption. The planning and proactive actions will also support efficient use of resources; however, some minor increase in resources may be expected to support the solution(s).



# Doc 9971 – 3rd edition



**COMING  
SOON!**

- Part 1 – CDM
- Part 2 – ATFM
- Part 3 – ACDM



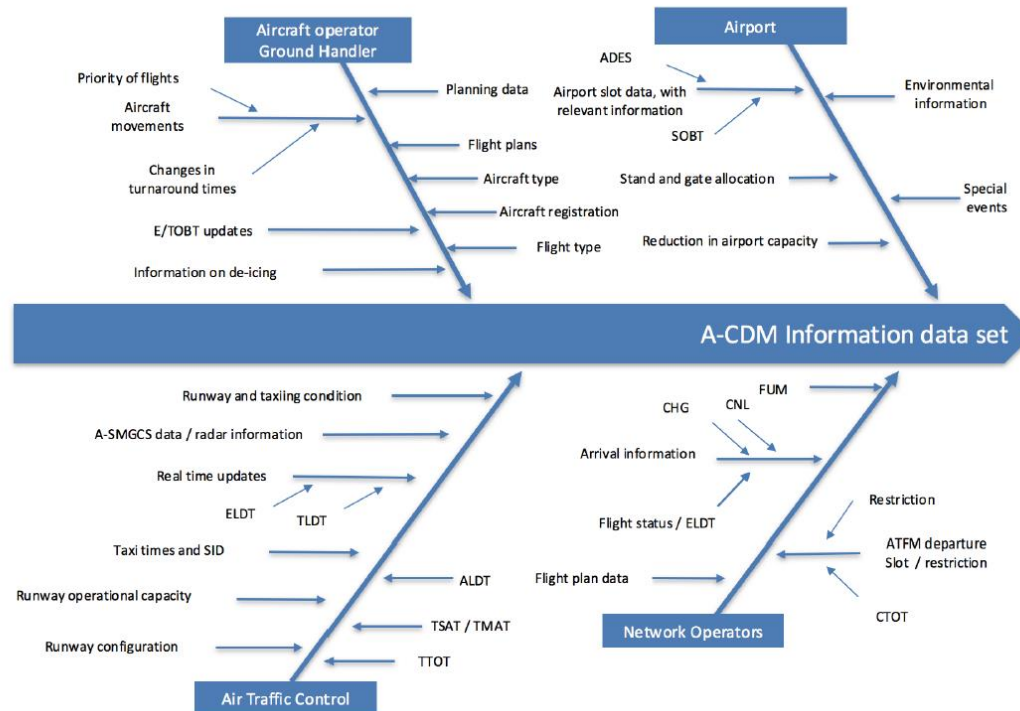
# Draft Content (under review)

- Chapter 1: What is ACDM?
- Chapter 2: Airport CDM Partners and Stakeholders
- Chapter 3: A-CDM Methods and Tools
- Chapter 4: A-CDM Implementation





# Fundamentals of ACDM: ACIS





*Collaborative decision-making (CDM) is defined as a process focused on how to decide on a course of action articulated between two or more community members. Through this process, ATM community members share information related to that decision and agree on and apply the decision-making approach and principles.*

*La toma de decisiones en colaboración (CDM) se define como un proceso centrado en la forma de decidir un curso de acción articulado entre dos o más miembros de la comunidad. A lo largo de este proceso, los miembros de la comunidad ATM comparten información relacionada con esa decisión y aprueban y aplican el enfoque y los principios de la toma de decisiones.*

***Preámbulo ICAO DOC 9971, Manual de gestión colaborativa de la  
afluencia del tránsito aéreo***







# Objectives

- Predictability
- On time performance



- Gate / Stand usage
- Taxiway-Apron congestion



# Uses



Irregular  
Operations



Regular  
Operations



# Partners (actors)

- ANSP
  - Tower
  - APP
  - ATFM
- Aircraft operators
- Aerodrome operators







# Stakeholders

- Other aircraft operators

- Airlines
- Charter companies
- General Aviation

- ATS (MET, AIS, etc.)
- Ground handlers, Fuel, catering
- Airport maintenance/Projects



- Aircraft Rescue and Firefighting (RFF)

- Civil Aviation Authority

And...

- Local authorities
- Military
- Security
- ...



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THANK YOU

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