

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**
**Seventh Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG7)  
12 - 16 August 2024**
**Agenda Item 3: Achievements in Airspace and Aerodrome Operations**
**3A2                   ACDM IMPLEMENTATION IN THE AFI REGION – PROJECT TEAM  
REPORT**

*(Presented by Project Team)*

<p><b>EXECUTIVE SUMMARY</b></p> <p>This paper presents the report of the Project Team on the Establishment and Implementation of ACDM in the AFI Region. The paper further highlights the proposed additional criteria including key actions, steps for the effective implementation of A-CDM in the Region and a draft A-CDM implementation guide for the AFI region.</p> <p>The proposed additional criteria and A-CDM implementation guide for the AFI region are attached as Appendices A and B to this paper.</p> <p>The action by the Meeting is in <b>Paragraph 3</b></p>
<p><b>REFERENCE(S):</b>  Global Air Navigation Plan (Doc 9750)  Global Air Traffic Management Operational Concept (ICAO Doc 9854).  Document 9971 - Manual on Collaborative Air Traffic Flow Management  AAO/SG6 Report  APIRG/26 Report</p>
<p><b>Related ICAO Strategic Objective(s):</b>  B- Air Navigation Capacity and Efficiency  E- Environmental protection</p>

**1. INTRODUCTION**

- 1.1. The traffic growth vis-a-vis airport infrastructure has prompted the Aviation industry to devise various methods including best practices such as promulgation of new regulations and procedures, sharing of information and collaborative approach in all fields to ensure efficiency in Airport operations.

**2. DISCUSSION**

- 2.1. A-CDM is part of the Global Air Navigation Plan (GANP) Aviation System Block Upgrades (ASBU) elements and aims to increase airport capacity based on the State needs.

- 2.2. A-CDM has globally been identified as a way to unlock latent or unused capacity in the airport by means of increasing situation awareness to all the involved stakeholders through sharing of information that leads to a better collaborative decision-making process. It also helps to recover from adverse operations, including natural disasters, technological disruptions, among others.
- 2.3. The ICAO WACAF and ESAF Regional Offices have been conducting several activities in the Region since 2015 to raise awareness on the Airport Collaborative Decision-Making process. The main issues observed by the participants during these activities were related to implementation especially the need for harmonization of processes and procedures used by aircraft operators, Air Traffic Control (ATC), Air Traffic Flow Management units (ATFM, where available), airport operators and Ground Handling Agents.
- 2.4. The meeting will recall APIRG/24 held Virtually from 1 to 8 November 2021, which discussed ACDM implementation in the AFI region. The meeting noted the importance of real time operational information sharing among all the airport stakeholders for the Collaborative Decision Making (CDM) in order to save costs attributed to fuel burns and delays. The meeting further noted that training and sensitization were critical for A-CDM implementation and also called for Stakeholders to support accordingly in order to increase implementation,
- 2.5. The APIRG/26 meeting noted the proposed criteria by A-CDM Project Team for implementation of A-CDM in the region. The criteria included key actions and steps for the effective implementation of A-CDM by considering traffic density at airports to determine the airport eligibility for implementation as provided for in ICAO Annex 14 Volume 1.
  - a) **Light.** Where the number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.
  - b) **Medium.** Where the number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements.
  - c) **Heavy.** Where the number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.”
- 2.6. The Project team therefore proposed as criteria, the implementation of A-CDM to be voluntary for aerodromes with light traffic density, whereas it will be mandatory for aerodromes with traffic density equal or greater than medium. The list of the concerned aerodromes will be made based on the traffic statistics.
- 2.7. In order to ensure harmonization and reduce duplication of efforts, an A-CDM Implementation Guide was developed. Its intends is to provide the basics for the harmonized implementation of B0/1ACDM “Airport CDM Information Sharing”, which will foster improved decision making within aerodromes, by sharing relevant surface operations data among the local stakeholders involved in aerodrome operations.

### 3. ACTION BY THE MEETING

The meeting is invited to:

- a) Take note of the contents of the Working Paper;
- b) Endorse the proposed guidelines and criteria for ACDM implementation as well as the Action plan in appendix A; and
- c) Provide further guidance as appropriate.

1. **Appendix A:** ESTABLISHMENT AND IMPLEMENTATION OF A-CDM IN THE AFI REGION.
2. **Appendix B:** AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)  
IMPLEMENTATION GUIDE FOR AFI REGION