

ICAO Asia Pacific A-CDM Monitoring and Reporting Scheme

NOTE:

This template is provided to assist you in preparing the required data for submission.

Please note that the actual submission must be completed through the link below.

<https://forms.office.com/r/VpN3C7P96h>



Report Year: _____

Part A (Airport Information)

1. ICAO Airport Code(s): _____

(Airports within the same State/Administration with same status could be reported in a single form)

1.1. Please indicate if there have been any changes in the Airport(s) status compared to the previous report?

- a. ☐ New Report → Proceed to **Question 2**
- b. ☐ Yes, there are changes in status → Proceed to **Question 2**
- c. ☐ No, all status the same as previously reported → End of reporting

2. Category

Note: As per Seamless ANS Plan Ver. 4.0 para 7.1, High-density international aerodromes refer to:

- Aerodromes having 100,000 schedules movements per annum or more; or
- Aerodromes where strategic slot allocation is implemented; or
- Aerodromes designated by the relevant authority as requiring or potentially requiring ATFM implementation

- a. ☐ High-density International Aerodromes
- b. ☐ Other International Aerodromes
- c. ☐ Domestic Aerodromes

3. Traffic Density

Reference to ICAO Annex 14 Vol.1, definition for Aerodrome traffic density is

- **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.
- **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.
- **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

Note 1. - The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.

Note 2. - Either a take-off or a landing constitutes a movement.

- a. ☐ Light
- b. ☐ Medium
- c. ☐ Heavy

4. A-CDM Planned/ Implemented?

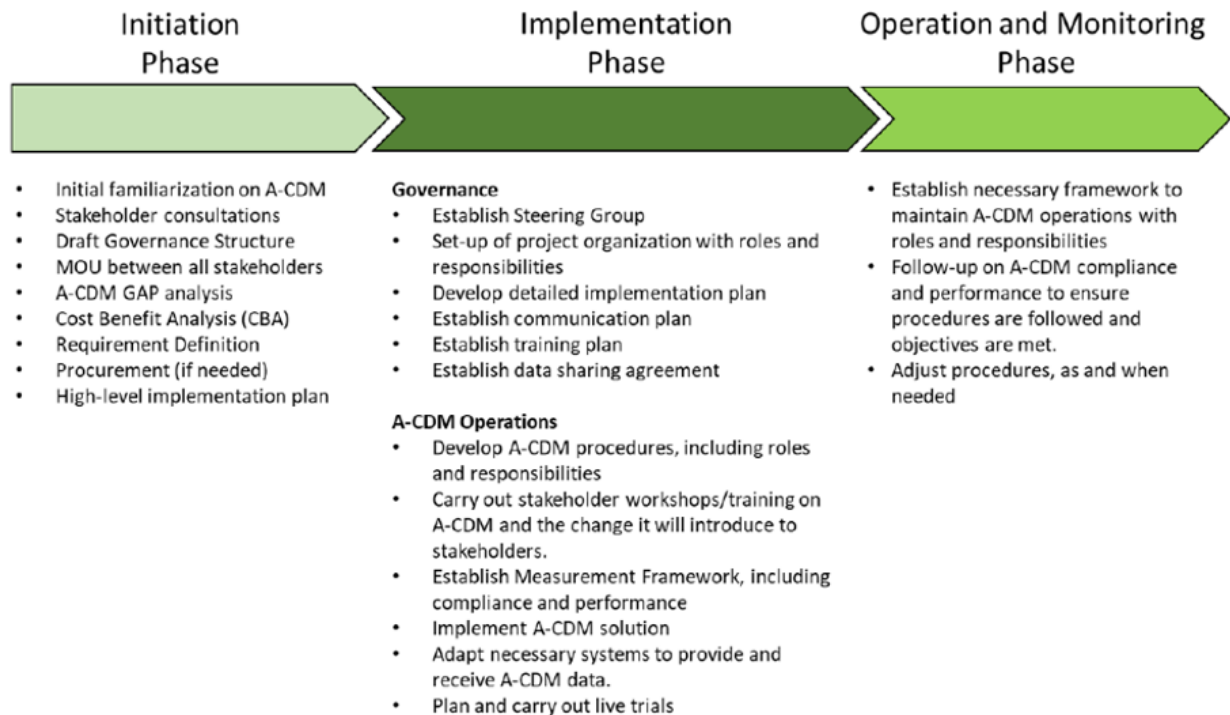
- a. ☐ Yes → Proceed to **Part B**
- b. ☐ Not Applicable (provide justification below if “international airport” was selected for Question 2) → End of reporting

(Justification: _____)

Please **use MS FORM** to
submit your report

Part B (Phases of Planning for A-CDM Implementation)

Select the phase according to the diagram below (extracted from ICAO A-CDM Implementation Guidance)



5. Phases of Planning for A-CDM Implementation

- ☐ Initiation Phase → End of Reporting
- ☐ Implementation Phase → Proceed to **Part C**
- ☐ Operation and Monitoring Phase → Proceed to **Part C**

Part C (Phases of A-CDM Implementation)

6. Is an A-CDM information sharing platform available?

- a. ☐ Yes → Proceed to **Question 7**
- b. ☐ No → End of Reporting

7. Report the implementation status according to the 16 milestones suggested in ICAO APAC A-CDM Implementation Plan

Milestone	Required/ Optional	Implementation Status		
		Not Applicable	Partly [#]	Completed
MS1 ATC Flight Plan Activated	Required	☐ *	☐ *	☐
MS2 CTOT Allocation	Required @	☐ *	☐ *	☐
MS3 Take-off from outstation	Optional	☐	☐	☐
MS4 FIR Entry	Optional	☐	☐	☐
MS5 Final Approach	Optional	☐	☐	☐
MS6 Aircraft Landed	Required	☐ *	☐ *	☐
MS7 Aircraft In-blocks	Required	☒ *	☐ *	☐
MS8 Ground Handling Starts	Optional	☐ *	☐	☒
MS9 TOBT Updated	Required	☐ *	☐ *	☐
MS10 TSAT Issue	Required	☐ *	☐ *	☐
MS11 Boarding Starts	Optional	☐	☐	☐
MS12 Aircraft Ready	Optional	☐	☐	☐
MS13 Start Up Request	Optional	☐	☐	☐
MS14 Start Up Approved	Optional	☐	☐	☐
MS15 Off-block	Required	☐ *	☐ *	☐
MS16 Take-off	Required	☐ *	☐ *	☐

Refer to "A-CDM Actions" in Table 5 of ICAO APAC A-CDM Implementation Plan (2nd Edition)

* Please provide justifications/remarks below for choosing this status

@ for fully integrated A-CDM – ATF< solution, select "Not Applicable" for A-CDM implementation

Justifications/Remarks: _____

--- END of Reporting ---

