



International Civil Aviation Organization

ICAO

Fourteenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/14)

Bangkok, Thailand, 22 – 26 April 2024

Agenda Item 5: A-CDM Operations and A-CDM/ATFM Integration

A-CDM OPERATIONS AND A-CDM/ATFM INTEGRATION

(Presented by Malaysia)

SUMMARY

This paper provides a brief overview of the status of A-CDM implementation and the integration of A-CDM with ATFM at Kuala Lumpur International Airport (KLIA).

1. INTRODUCTION

1.1 The A-CDM implementation project at Kuala Lumpur International Airport (KLIA) commenced in April 2022 and completed on January 31, 2024.

1.2 Purpose of this paper is to provide updates on the progress and status of A-CDM implementation and the integration of A-CDM/ATFM at Kuala Lumpur International Airport.

2. DISCUSSION

2.1 A-CDM Implementation in Kuala Lumpur International Airport (KLIA)

2.1.1 The implementation of A-CDM in KLIA is guided by Asia Pacific Airport Collaborative Decision Making (A-CDM) Implementation Plan as well as CANSO's Guidelines on Airport-Collaborative Decision Making (A-CDM) Key Performance Measures. However, KLIA's A-CDM step-by-step milestones are based on KLIA's working and cultural environment, relationship, and operational objectives.

2.1.2 The project involved the enablement of related stakeholders, such as airport, air traffic control, airlines and ground handler, into a unified platform to achieve the coordinated decision-making purpose of airport operation and management.

2.1.3 The key scopes were Process & Procedure Development, Awareness & Training, Change Management Activities, A-CDM Information Portal (ACIP) & Display installation at Ramp Area.

2.1.4 The adoption of A-CDM at KLIA aligns with the Asia Pacific Airport Collaborative Decision Making (A-CDM) Implementation Plan, which encompasses phases such as Initiation, Implementation, Operation, and Monitoring. KLIA adheres to the Harmonization Framework outlined in the Implementation Plan.

2.1.5 As for the remaining two (2) stages of Interoperability of A-CDM with other systems and Research and Future Development, KLIA is working hand-in-glove with CAAM towards achieving the stages.

2.1.6 A-CDM in KLIA is currently in Full Operational Trial from 22 January 2024 till 21 July 2024. CAAM is committed to ensuring successful ACDM stabilization during the Full Operational Trial with a future undertaking for ATFM Integration.

2.1.7 We are finalizing the Performance Framework together with all the stakeholders involved. Knowing that it is vital to establish a baseline to measure against, we are planning to analyze the performance during this operational trial as a baseline to measure performance improvements.

2.2 A-CDM/ATFM Integration

2.2.1 Integration of A-CDM and ATFM is a powerful tool for improving efficiency and reducing delays in the aviation industry. By integrating A-CDM with CAAM ATFM, airlines can receive real-time information about airport operations, including runway and gate availability, which helps them to adjust their flight schedules accordingly. This, in turn, helps to optimize air traffic flow and reduce delays.

2.2.2 CAAM is currently engaged in the rigorous testing and proficient management of the ATFM system. The anticipated timeline for the completion of this project is the Q4 2023. Furthermore, CAAM has planned to execute a comprehensive investigation into the integration of these separate systems, with a targeted completion date of Q3 2024.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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