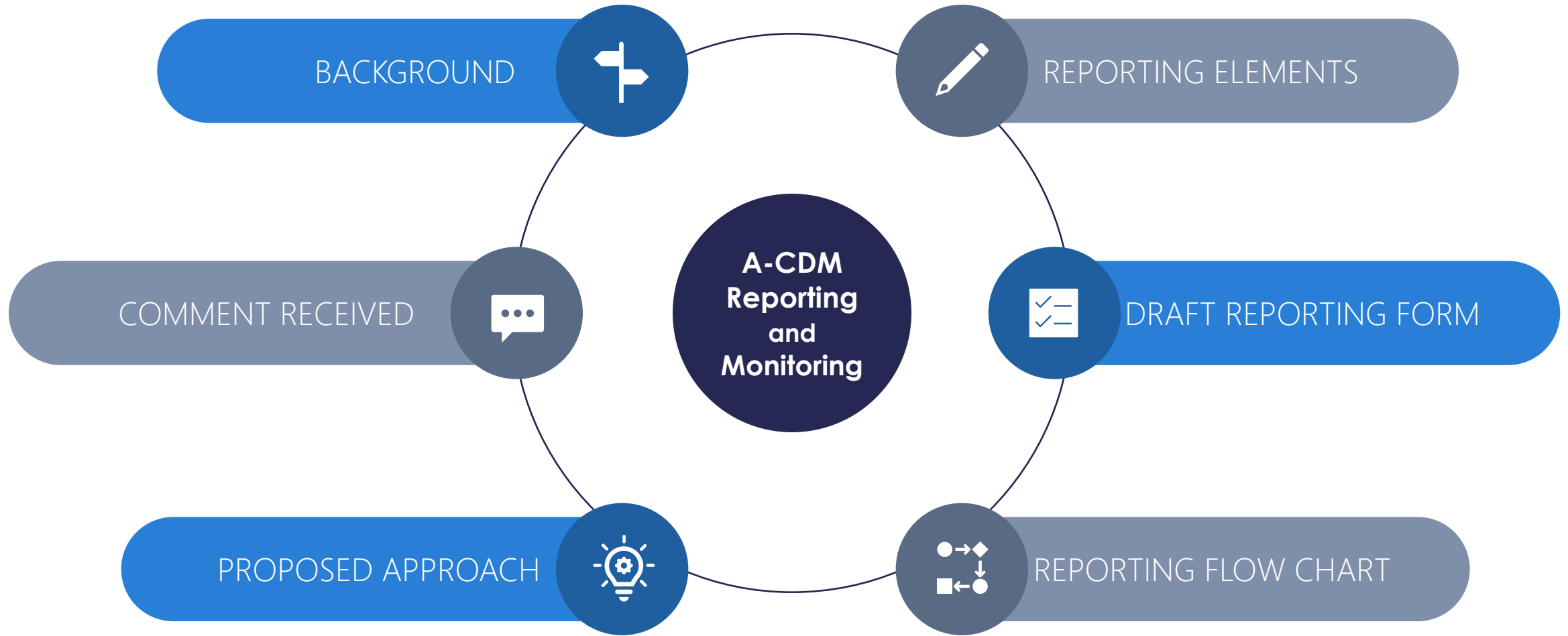


Proposed Regional Monitoring and Reporting Scheme for A-CDM Implementation in the Asia Pacific Region

ATM/SG/12 – WP/08

**by Hong Kong China
Rapporteur of ATFM/IR/SWG
under ATFM/SG**

Agenda



Background



Nov 2019

ICAO APAC Seamless
ANS Plan Version 3.0
Recommend all
international
aerodromes should
operate A-CDM system
integrated with the
ATM network



Jul 2021

ICAO APAC A-CDM
Implementation Plan
A-CDM
Implementation
Guidance; Milestone
Approach in A-CDM
Process



Apr 2023

ICAO APAC
ATFM/SG/13
Meeting agreed to
develop an annual
regional monitoring
and reporting scheme
for A-CDM



Mar/Aug 2024

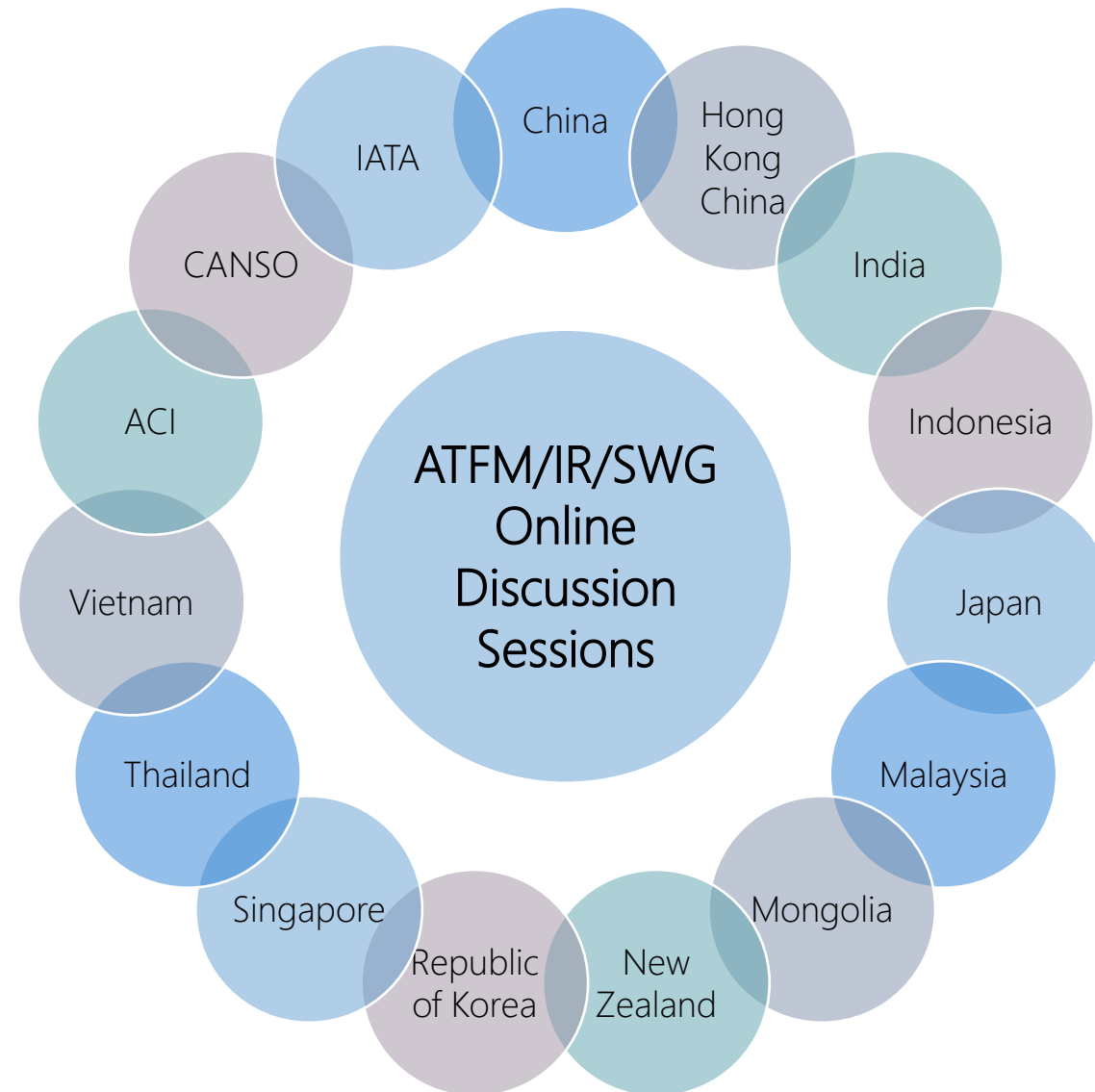
ATFM/IR/SWG
Draft reporting scheme
proposed for comment



Sep 2024

ATM/SG/12
Proposal for Asia
Pacific A-CDM
Monitoring and
Reporting Scheme

Participants of ATFM/IR/SWG Online Discussion Sessions



Comment received

A **basis is needed** for monitoring A-CDM implementation in the future

Not all reporting elements are applicable to States with different airports operating at various scales and local needs

"Phases of Planning for A-CDM Implementation" and "Phases of A-CDM Implementation" should be clearly defined and reported



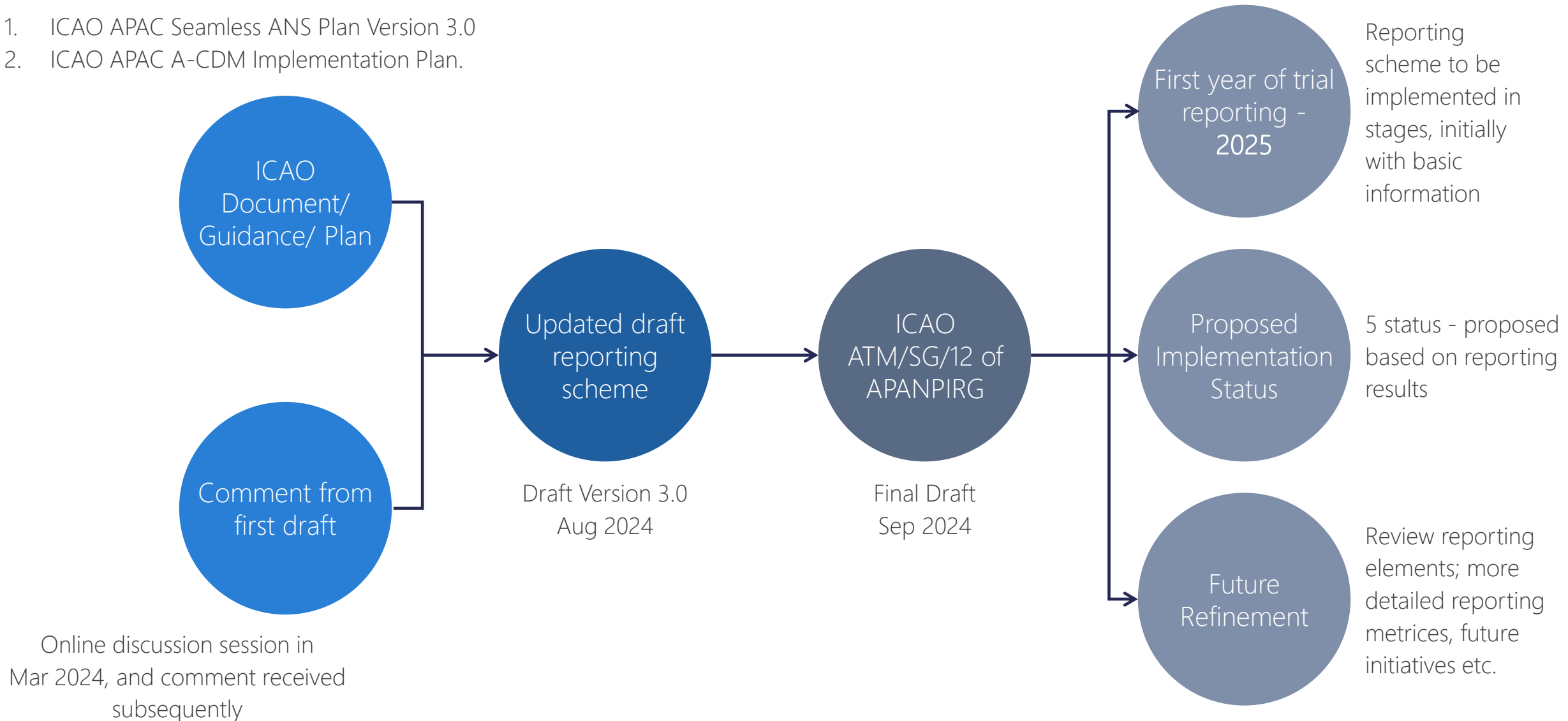
Aerodrome **traffic density** should be considered in the reporting scheme

Future reporting metrics to be based on **airport capacity and demand**

Reporting elements to be categorized as "Compulsory" and "Optional"

Proposed Approach

1. ICAO APAC Seamless ANS Plan Version 3.0
2. ICAO APAC A-CDM Implementation Plan.



Reporting Elements

	Elements	Considerations
Traffic Density	<p>Refer to ICAO Annex 14 Vol. 1</p> <ul style="list-style-type: none">› Light (less than 20 per hour)› Medium (20 to less than 35 per hour)› Heavy (more than 35 per hour)	<ul style="list-style-type: none">› Traffic density should be reported as per comment received from discussion session
International/ Domestic	<p>Refer to ICAO APAC ANS Seamless Plan Ver. 3.0</p> <ul style="list-style-type: none">› Reporting is initially required for international airports› Domestic airports are encouraged to report	<ul style="list-style-type: none">› Echo the recommendation from ICAO APAC ANS Seamless Plan› Local need for A-CDM in domestic airports varies a lot, could be challenging for domestic airports to report at initial stage

Reporting Elements

	Elements	Considerations
Planning for A-CDM	<p>Refer to ICAO A-CDM Implementation Guidance</p> <ul style="list-style-type: none">› Initiation phase› Implementation phase› Operation and Monitoring Phase	<ul style="list-style-type: none">› This item should be clearly defined and reported – comment from discussion session› Detailed guidance from ICAO on determining the phases of planning for A-CDM implementation› Included in the sample reporting form for reference
A-CDM Implementation	<p>Refer to ICAO APAC A-CDM Implementation Plan</p> <ul style="list-style-type: none">› Information Sharing platform› 16 milestones in the A-CDM process (Required/ Optional), with purpose, data elements, A-CDM actions, examples etc. clearly stated for each milestone	<ul style="list-style-type: none">› Information sharing is the foundation in A-CDM process, which enable the implementation of A-CDM.› 16 milestones are widely accepted and known in the A-CDM process. Least difficulty for States to report the implementation of different milestones. The reporting results will be easy to be understood, monitored and followed.› Detailed reporting metrics and reporting items could be added in next stage

Sample Reporting Form

ICAO Asia Pacific A-CDM Monitoring and Reporting Scheme

Reporting Year: 2025

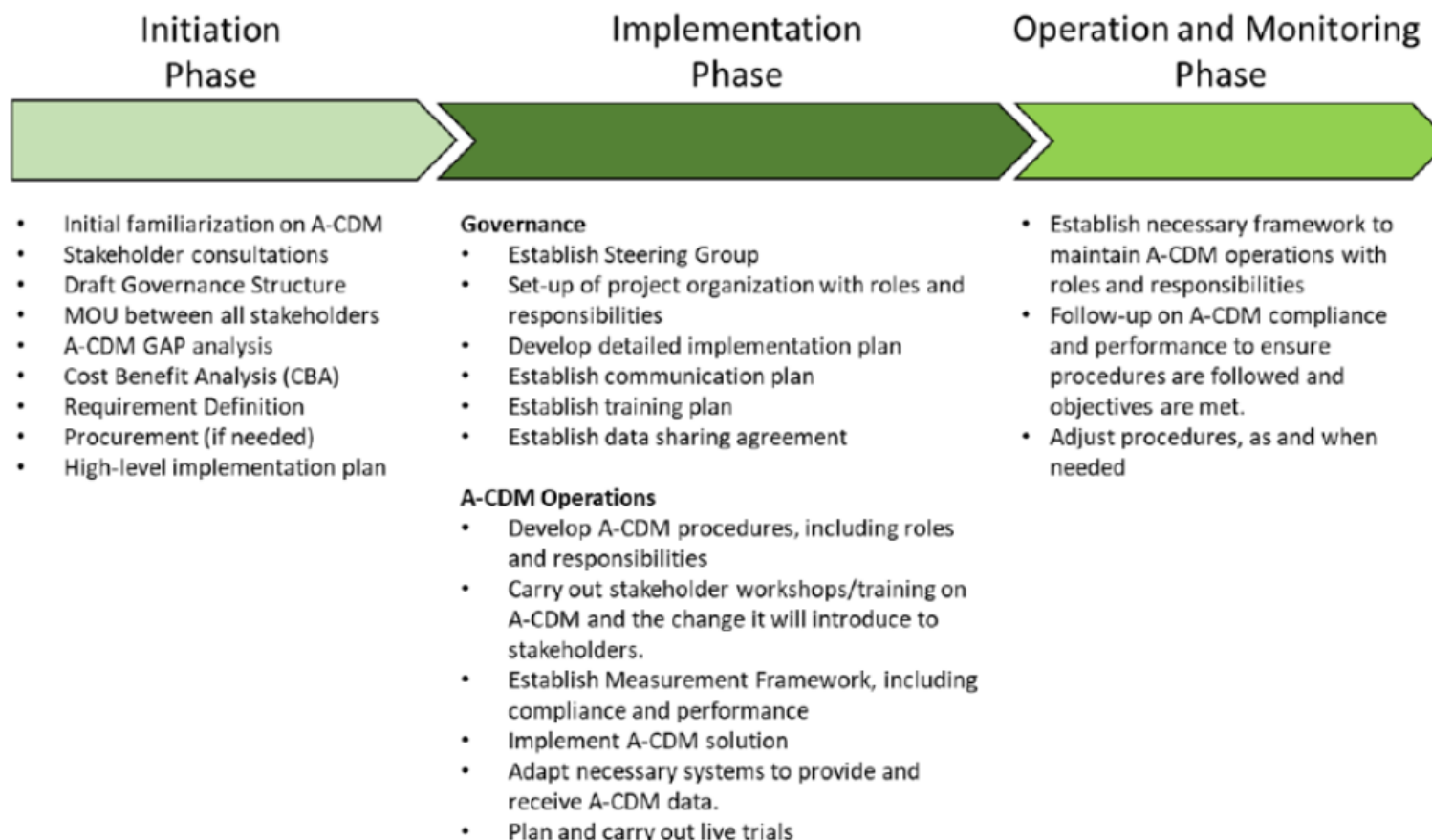
Part A (Basic Information)

1. ICAO Airport Code(s): _____
(Airports within the same State/ Administration with same status could be reported in a single form)
2. Category
 - a. ☐ International Airport
 - b. ☐ Domestic Airport
3. Traffic Density (reference to ICAO Annex 14 Vol.1)
 - a. ☐ Light (less than 20 per hour)
 - b. ☐ Medium (20 – less than 35 per hour)
 - c. ☐ Heavy (more than 35 per hour)
4. A-CDM Planned/ Implemented?
 - a. ☐ Yes (proceed to Part B)
 - b. ☐ Not Applicable (provide justification below if “International Airport” is selected for Question 2) → End of reporting
(Justification: _____)

Sample Reporting Form

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

Sample Reporting Form

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	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>
MS2 CTOT Allocation	Required @	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>
MS3 Take-off from Outstation	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS4 FIR Entry	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS5 Final Approach	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS6 Aircraft Landed	Required	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>
MS7 Aircraft In-Blocks	Required	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>
MS8 Ground Handling Starts	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS9 TOBT Updated	Required	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>
MS10 TSAT Issue	Required	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>
MS11 Boarding Starts	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS12 Aircraft Ready	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS13 Start Up Request	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS14 Start Up Approved	<i>Optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MS15 Off Block	Required	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>
MS16 Take Off	Required	<input type="checkbox"/> *	<input type="checkbox"/> *	<input type="checkbox"/>

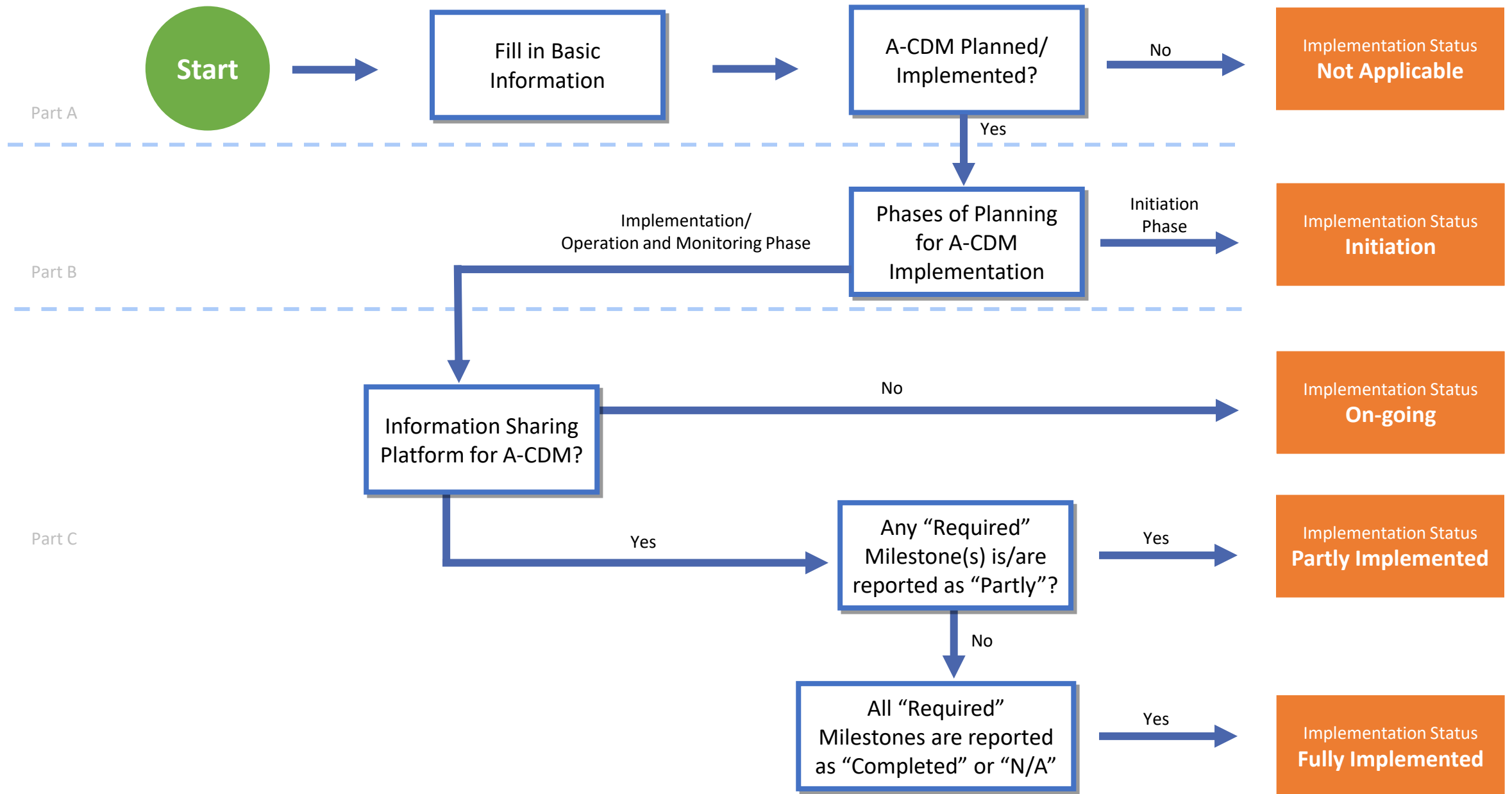
[#] refer to "A-CDM Actions" in Table 5 of ICAO APAC A-CDM Implementation Plan (2nd Edition)

★ please provide justifications/remarks below for choosing this status

@ for fully integrated A-CDM – ATFM solution, select "Not Applicable" for a local A-CDM implementation

Justifications/Remarks:

Reporting Flow Chart



To summarize

- Year 2025 as a trial
- For **international airports ONLY**
- Similar to other regional monitoring and reporting schemes, submission date is **28 FEB 2025**
- Preliminary data collection and analysis
- Comments for refinement

Action by the meeting

- a) note the information contained in this paper;
- b) support the proposed Regional Monitoring and Reporting Scheme for A-CDM Implementation in the Asia Pacific Region;
- c) support the implementation timeline for the proposed reporting scheme;
- d) support the trial Reporting Scheme to be conducted in year 2025; and
- e) discuss any relevant matters as appropriate.



Thank You