

Airport Collaborative Decision Making (A-CDM) Implementation in Australia

OVERVIEW

2025



Table of Contents

Purpose: An introductory pack providing an overview of the A-CDM Program in Australia.

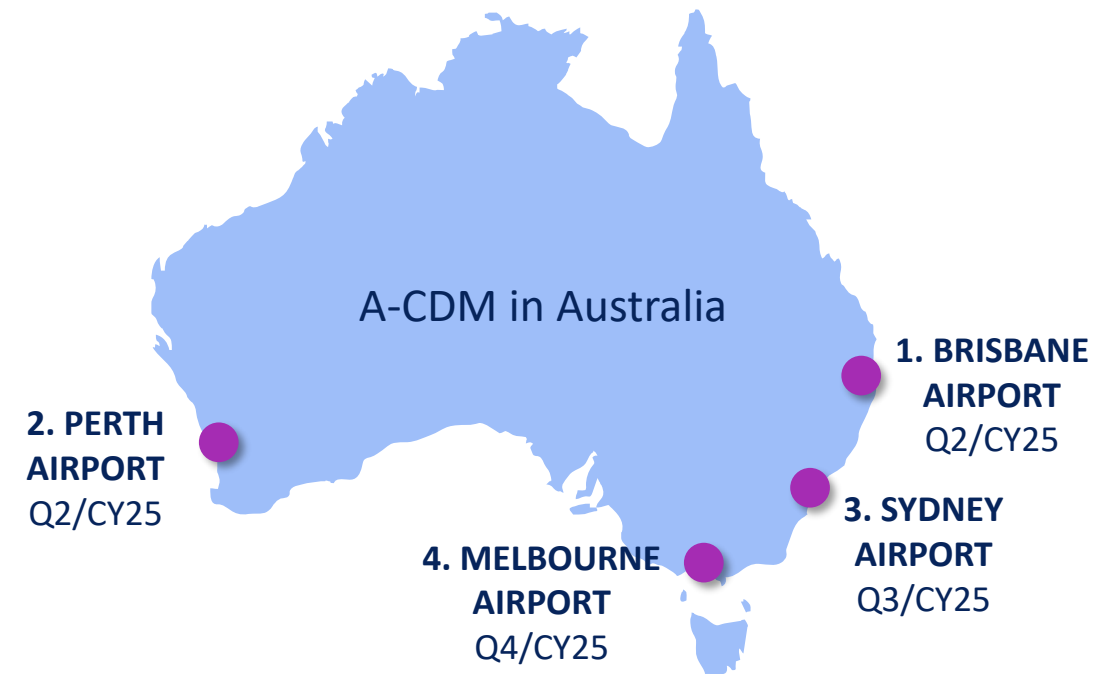
Key Topics

1. **A-CDM in Australia** – program overview
2. **Why an ANSP driven integrated A-CDM** – benefits of an integrated approach
3. **Benefits of an integrated A-CDM**– key benefits for operators and airports
4. **Key Elements of A-CDM**– key elements of an integrated A-CDM data sharing platform
5. **A-CDM interfaces** – how users interface with the system
6. **Where to go for more information** – when we are implementing A-CDM in Australia

1. Airport Collaborative Decision Making (A-CDM) in Australia

Airservices, airlines and airports working together to optimise airport operations & air traffic predictability.

- Airservices is working in **partnership with our major airline and airport customers** to implement Airport Collaborative Decision Making (A-CDM) into Australia's four major airports – Brisbane, Perth, Sydney, and Melbourne.
- A-CDM will be delivered through a **staged rollout, one airport at a time**, with all four airports expected to be operational by end 2025.
- A-CDM is implemented in over 50 airports globally. This is a world first **multi-airport program** designed to harmonise operations across our four major airports, reduce implementation costs, and elevate the benefits of A-CDM to a whole-of-network perspective.
- A-CDM in Australia is enabled through the **A-CDM Aerobahn** suite of tools provided by Saab Sensis.

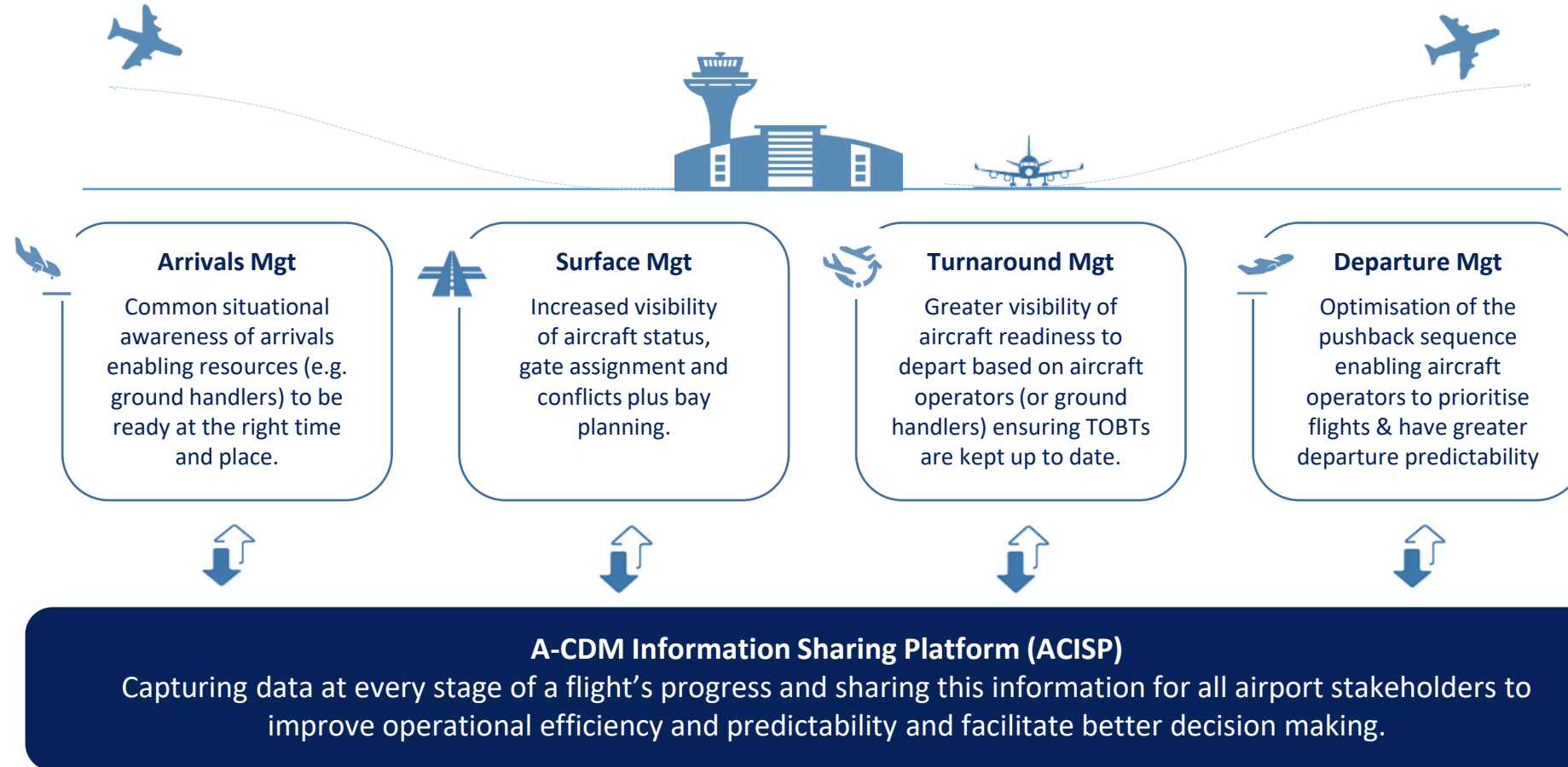


A-CDM
PARTNERS



A-CDM

The implementation of A-CDM will improve airport operations through the sharing of data via a common platform to make informed decisions to efficiently manage the arrival, turnaround and departure phases of aircraft.

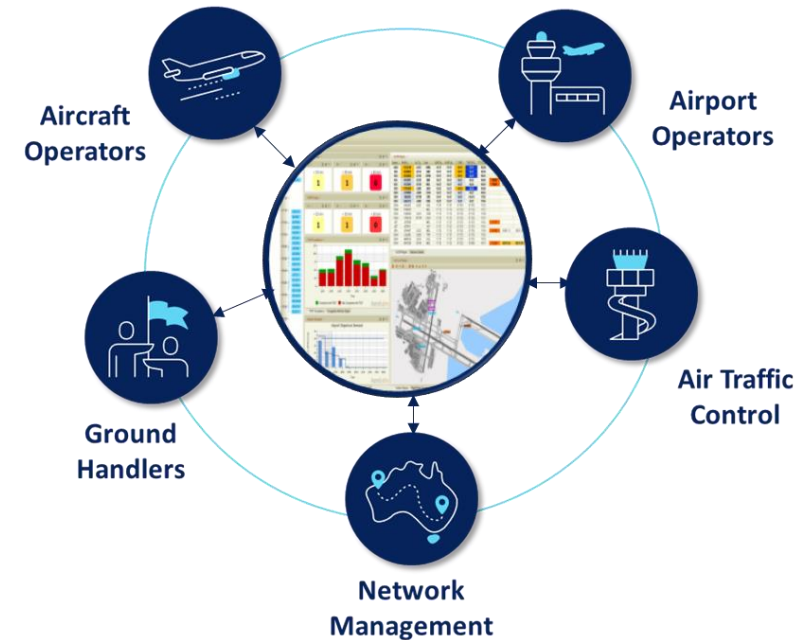


2. Why an ANSP driven integrated A-CDM

A-CDM is a joint industry initiative with airport, airline partners and Airservices to improve airport operations.

KEY OBJECTIVES

- To improve predictability
- To improve on-time performance
- To optimise use of resources
- To optimise the use of airport infrastructure
- To improve Air Traffic Flow Management (ATFM) compliance
- To reduce taxi-out times
- To reduce recovery time from adverse events
- To improve network management



“Airports, Aircraft Operators and Airservices Australia collaborating through real-time data sharing to optimise airport operations.”

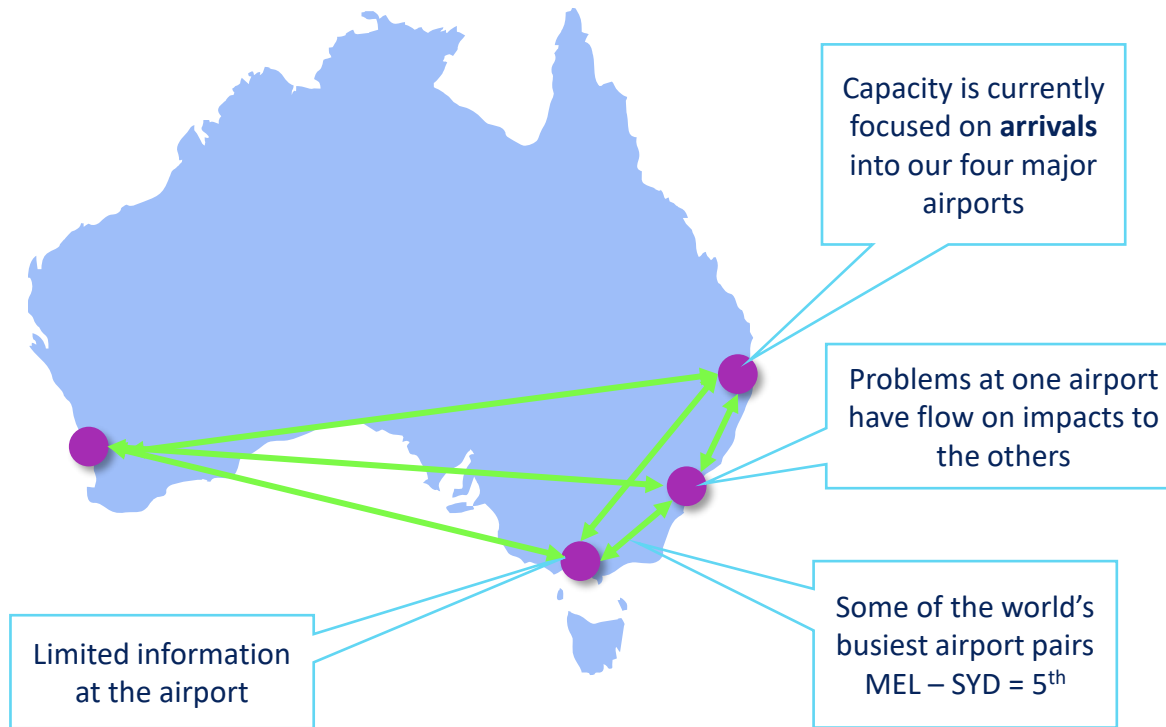
3. Benefits of an integrated A-CDM

A-CDM delivers significant benefits and outcomes for individual operators and the industry overall.



Network Benefits delivered by A-CDM

A-CDM optimises and unlocks runway and gate capacity and enables situational awareness across the network.



OUR UNIQUE NETWORK ENVIRONMENT

A-CDM becomes a new control lever to optimise whole of network performance by:

- Providing real time information at each major airport
- Reducing taxi delays through optimised departure sequencing
- Enabling more sophisticated departure management capability improving enroute flow
- Improving ATFM compliance as the departure sequence takes into account CTOTs
- Improving recovery from adverse events reducing the flow on impact at the other airports
- Providing strategic awareness of what's happening and what's coming across the whole network through the NOMC

A-CDM improving recovery

ADVERSE CONDITIONS – real time information & departure sequencing to improve recovery



- Leading into adverse conditions, the current CDM focus is on managing arrival demand through adjusting airport arrival acceptance rates and associated GDP revisions without considering the impact of departure demand.
- This impacts recovery with large departure delays occurring as arrival demand has been prioritised with flow on impact to arrival flows at the destination airport.
- The impact of an adverse event at one airport, may therefore ripple unpredictably throughout the network and lengthen the time it takes for all stakeholders to recover.
- With A-CDM, real-time operational information is shared between all airport stakeholders. Combined with pre-departure sequencing, A-CDM provides improved visibility of real-time arrival and departure demand throughout the network. It also enables CDM to include considerations of arrival and departure balancing, to ensure a smoother recovery from an adverse event, and mitigate the impact on the remainder of the network.

4. Key elements of A-CDM

A-CDM is underpinned an information sharing platform comprising six key elements*.

1. INFORMATION SHARING

A-CDM provides common situational awareness for all stakeholders (air traffic control, airlines, airports, ground handlers) – read more [here](#).



2. MILESTONE APPROACH

A-CDM captures flight progress data in real time according to 16 standardized milestones – read more [here](#).



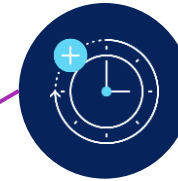
3. PRE-DEPARTURE SEQUENCING

A-CDM uses data within the system to establish an optimised pre-departure sequence to reduce taxi out delays, provide predictability and reduce congestion – read more [here](#).



4. VARIABLE TAXI TIME

A-CDM calculates the estimated time that an aircraft spends taxiing between parking bay/stand & runway thus providing predictable & accurate estimates of in blocks and take off times – read more [here](#).



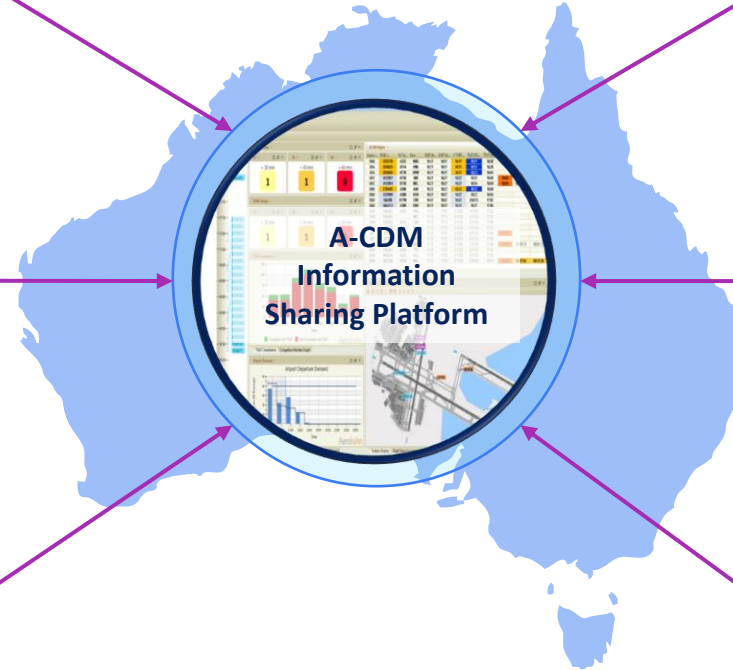
5. RECOVERY FROM ADVERSE EVENTS

Through information sharing and pre-departure sequencing, A-CDM enables a more timely recovery from adverse conditions considering arrival & departure demand – read more [here](#).



6. COLLAB. MGT OF FLIGHT UPDATES

A-CDM integrates of airport operation information into whole-of-network mgt, providing improved visibility of real-time arrival and departure demand throughout the network – read more [here](#).

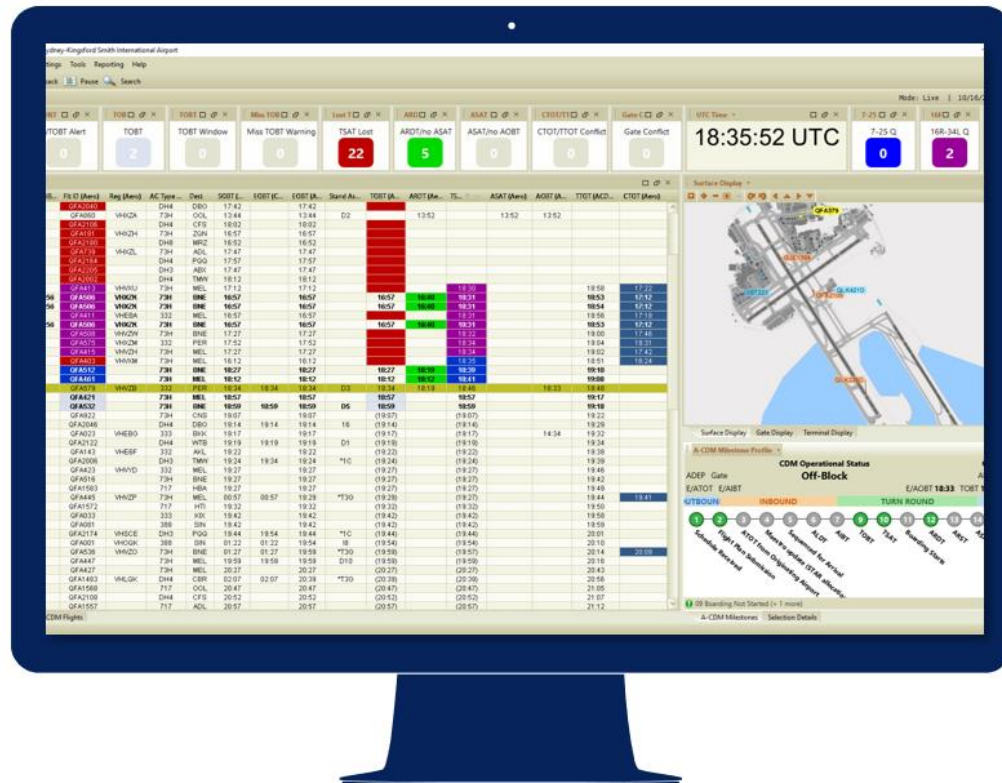


*The Australian implementation is based on the Eurocontrol definition of A-CDM.

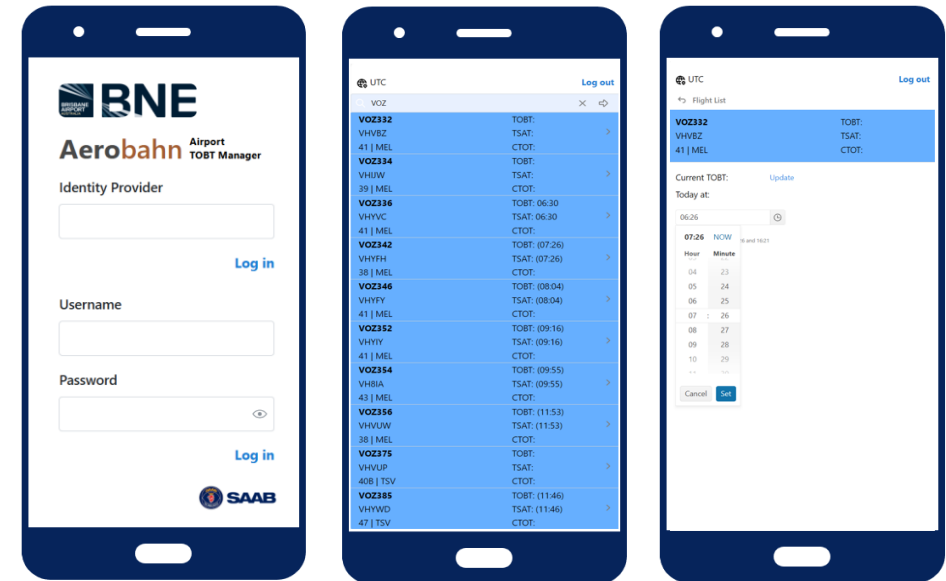
5. A-CDM Interfaces

Aircraft operators can update TOBTs via the A-CDM portal, web application or through airline system interfaces.

A-CDM Workspace (Web Portal)



A-CDM TOBT Mobile Application

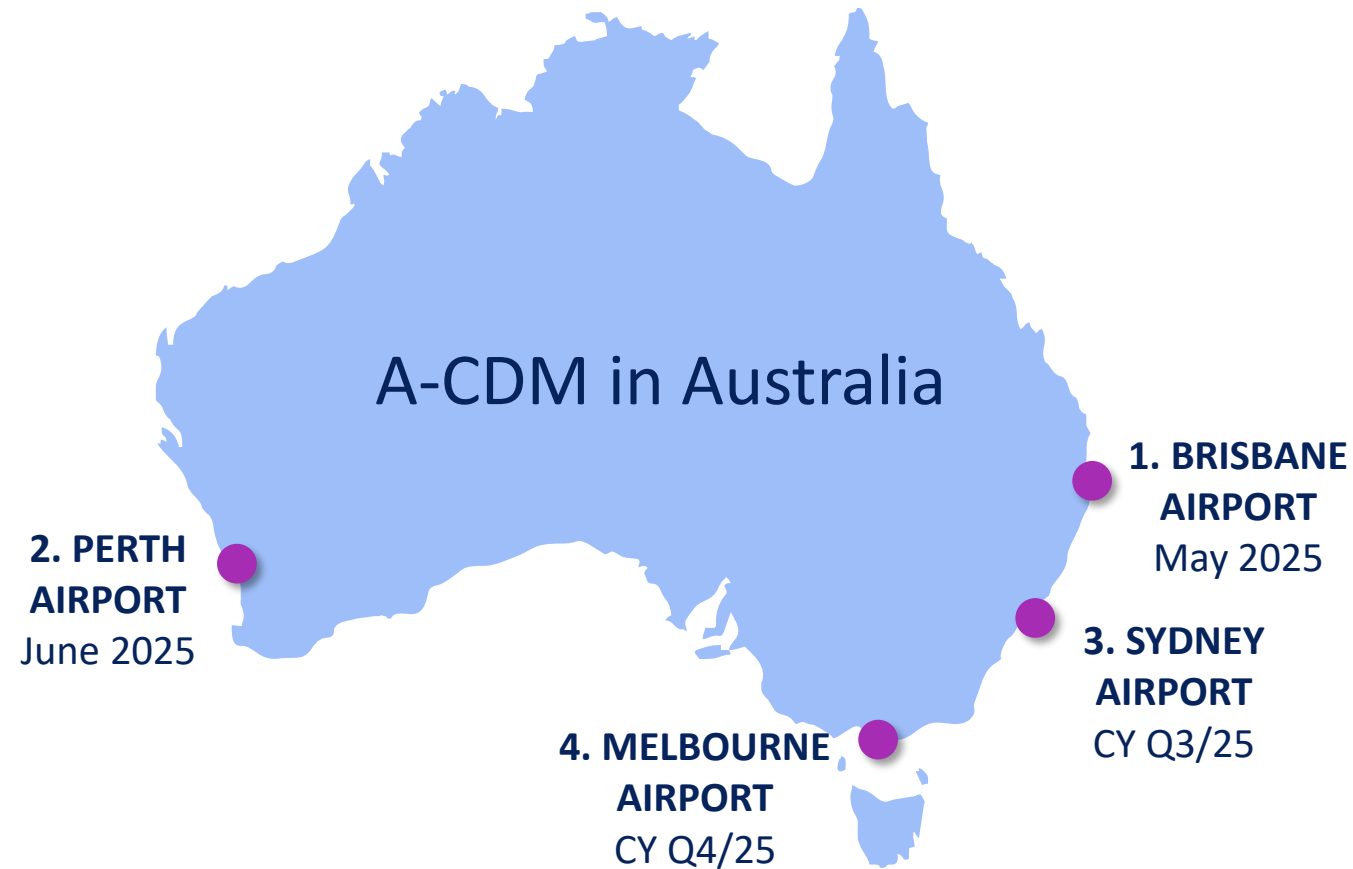


A web application enabling designated users (ie. ground handling agents) to easily update TOBTs.

A PC based application providing situational awareness on all aircraft movements at each A-CDM airport plus ability to update TOBTs.

6. A-CDM Implementation Timeline

A staged implementation, one airport at a time, fully operational by end 2025.





Thank you

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