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Q&A

Collaborative Decision Making (CDM)

02 Jun 2025, 09:15 - 04 Jun 2025, 18:00

Participants
80

Interactions*
63

Questions
24

23 allowed   1 pending

0 dismissed   0 archived

Votes
25

4 Highest vote

Answered questions
14

0 answer ratings

0/5 average rating

* Interactions include the total number of questions, votes, comments and answer ratings

23 Questions Allowed

4
VOTES

Anonymous • 02 Jun 2025 13:59 • ✓ANSWERED ⭐

To Eurocontrol - capacity assessment are done by the States or NM? If by the States, NM will regulate/manage traffic based on the declared capacity by the States?

3
VOTES

Anonymous • 02 Jun 2025 11:43 • ✔ ANSWERED

To Mr. M.K - If ANSP/airport operator do not have simulator capabilities, is there other means to assess the calculated capacity accuracy

1 Comment:

Anonymous • Allowed on 02 Jun 2025, 13:34 • Allowed

Simulator is not necessary to conduct capacity assessment. There are mathematical models available for carrying out capacity assessment

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 02 Jun 2025 11:38 • ✔ ANSWERED

To Mr. M.K - does ICAO SARPs include the frequency in which capacity assessment shall be done.

2 Comments:

Sugoon F. (Kin) - AEROTHAI/Thailand • Allowed on 03 Jun 2025, 09:23 • Allowed

Within the APAC region, there is also an expectation stipulated in the Regional Framework for Collaborative ATFM (para. 7.12) that "a regular program of bi-annual strategic airport and airspace capacity and demand analysis should be implemented for all international airports and associated terminal area airspace, and for all en-route ATC sectors supporting the homogeneous ATM areas and major traffic flows identified in the Asia and Pacific Regions". The requirement for States to conduct regular airport and airspace "strategic" capacity determination is also being introduced by the ICAO ATM Operations Panel in the work to propose a revision to Annex 11; this is going through the review process now and may become a provision in the future update of Annex 11.

0 Upvotes | 0 Downvotes

Anonymous • Allowed on 02 Jun 2025, 13:38 • Allowed

No recommended frequency for capacity assessment process. However, whenever a major infrastructure change is undertaken, it is recommended to carry out capacity assessment

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 02 Jun 2025 14:21 • ✔ ANSWERED ⭐

To Mr. M.K and Mr. Valerio: In APAC multi-nodal concept is implemented as we do not have NM like in Europe. This sometimes caused overlapping CTOTs. Do you have any suggestion how this can be improved (Edited)

2
VOTES

Anonymous • 02 Jun 2025 14:30 • ✔ ANSWERED ⭐

To Mr. Valerio, how accurate are historical data in building an accurate demand prediction? Are there different historical database used based on different seasons?

1
VOTE

Anonymous • 02 Jun 2025 11:41 • ✔ ANSWERED

To Mr. M.K, what is the difference between operational capacity and dynamic operational capacity? Thanks!

1 Comment:

Anonymous • Allowed on 02 Jun 2025, 13:46 • Allowed

Operational capacity is the tactical capacity for the day of operations when the runway conditions, met conditions, staffing , CNS equipment status is fairly known. The operational capacity determines the application of ATFM measures (such as GDP, GSP, Miles in Trail etc.,) Dynamic operational capacity is a subset of the operational capacity which predicts available capacity and is more refined based on runway in use, weather , any VIP movement etc,. The next four day will provide more details

1 Upvote | 1 Downvote

1

Kalusi Raloka • 02 Jun 2025 11:49 • ✓ ANSWERED

Would ATFM be "useful "for a small FIR.Does ATFM take into account the complexity of traffic.

3 Comments:

Anonymous • Allowed on 02 Jun 2025, 15:59 • Allowed

ATFM can be useful even in a small FIR, depending on the operational context. If the FIR experiences occasional traffic peaks, connects with busy neighboring regions, or includes airports with limited capacity, ATFM can help improve planning, reduce delays, and ensure smoother coordination. While a full-scale ATFM system might not be necessary for low-traffic FIRs, a tailored or regional approach can still offer significant benefits. Additionally, ATFM does take into account not just the number of flights, but also the complexity of traffic. This includes factors such as aircraft types, route structures, airspace design, weather, and controller workload. By considering both volume and complexity, ATFM ensures that air traffic is managed efficiently and safely, even in more challenging or constrained environments.

0 Upvotes | 2 Downvotes

Vern Payne • Allowed on 02 Jun 2025, 15:48 • Allowed

ATFM can be very useful for a small FIR. Complexity is one of the key components of controller workload. Controller workload is the defining factor for airspace capacity. It also plays a role in airport capacity. The design of ATFM will vary for small FIRs, or states with a single FIR versus an ANPS with many FIRs. Small FIR, single FIR ANSPs need to rely on their neighbors more than the large ANSP/Multiple FIRs situations, but CDM and maybe shared ATFM are key to implementing successfully.

0 Upvotes | 0 Downvotes

Anonymous • Allowed on 02 Jun 2025, 13:51 • Allowed

Whenever Demand exceeds Capacity consistently, Annex 11 recommends ATFM shall be implemented. ATFM implementation takes into account a number of factors. Complexity of air traffic (like fleet mix) is one of the important factors to be considered.

1 Upvote | 0 Downvotes

1
VOTE

Anonymous • 02 Jun 2025 11:59 • ✔ ANSWERED

To Vern, in FADE data sharing scheme, does airlines get all available data or only flight data specific related to their fleet

1 Comment:

Vern Payne • Allowed on 02 Jun 2025, 16:02 • Allowed

We used to only provide details on demand to the operator of that flight (they could see the total demand, but only details for their own flights), however in the last decade, with public websites showing details for most flights, our CDM community decided that there was nothing to be gained by this concept. There are still some military/governmental flights that CDM members cannot see the details of but they are shown in total demand.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 02 Jun 2025 11:59 • ✔ ANSWERED

Mr Vern - please share your insight how UAS operations would contribute/impact the capacity.

1 Comment:

Vern Payne • Allowed on 02 Jun 2025, 15:52 • Allowed

UAS impact on capacity really depends on the type of operation. In the US, ATC does not get involved with UAS that remain below 400 feet AGL. There is a system that prevents UAS operations outside of "Geo-Fencing" that would impact airport operations. If a UAS needs to operate above 400 feet AGL, then it is considered a Remotely Piloted Aircraft and is treated the same as any other piloted flight, with direct voice communication, transponder equipped, ADS-B equipped, flight plan, etc.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 02 Jun 2025 12:05 • ✓ ANSWERED

To Mr. Vern Payne, understand from the portal shown, there is a tab for staffing. Would staffing affect the capacity? And are you able to share on how capacity is computed by staffing level?

1 Comment:

> Vern Payne • Allowed on 02 Jun 2025, 16:07 • Allowed
>
> Staffing can impact capacity, if it reduces the number of operational control positions that can be opened. Once a staffing issue is known, a discussion takes place about the details of the situation and operational capacity is adjusted according to the specifics of the situation, and then demand is managed by ATFM tools to meet the new operational capacity.
>
> 0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 02 Jun 2025 14:25 • ✓ ANSWERED ⭐

To Mr. Valerio,during the NDOP coordination cell, are there requests from airlines to prioritize certain flights due to various reasons. E.g. multiple sector flights?How does ECTL manage airline reqs?

1
VOTE

Anonymous • 02 Jun 2025 14:30

To Mr Valerio - I understand that Eurocontrol publishes seasonal and regular reports on capacity, may I ask if this work is undertaken by the 60+ FMPs or by another separate team?

1
VOTE

Anonymous • 02 Jun 2025 14:30 • ✓ ANSWERED ⭐

To Vern and Vallejo—Is CDM process always need to be consensus ? If one stakeholder does not agree to the conclusion, will CDM process yield good results?

1
VOTE

Anonymous • 02 Jun 2025 15:50 ⭐

To Eurocontrol - is there a process in place to assess the accuracy of the information shared post-event and how to mitigate the impact of non-adherence to A-CDM milestones?

1
VOTE

Jamel ANSO • 02 Jun 2025 15:51

Given that actual departure and arrival times are already published to the public, how does A-CDM contribute to improving airline on-time performance (OTP) and ensuring timely operations?

1
VOTE

Anonymous • 02 Jun 2025 15:56

Hi Mr Valerio, If one of the information sharing disrupted (unable to function), is it necessary to start from the beginning of the process?

1
VOTE

Anonymous • 02 Jun 2025 16:39

would you give the example on how calculated a-cdm program as basic information to be operated?

0
VOTES

Anonymous • 02 Jun 2025 14:37 • ✓ ANSWERED

how the cdm effects to the airport operation?

0
VOTES

Anonymous • 02 Jun 2025 15:32

To Vern: Please explain the difference between DMAN (Departure Manager) and ACDM? (Edited)

1 Comment:

Anonymous • Allowed on 02 Jun 2025, 15:57 • Allowed

DMAN (Departure Manager) is a system focused specifically on managing departing flights. It helps air traffic control (ATC) determine the best order and timing for aircraft take-offs, aiming to reduce taxi time, fuel consumption, and ground congestion. It provides key times such as the Target Take-Off Time (TTOT) and Target Start-Up Approval Time (TSAT) to streamline departure flow. On the other hand, A-CDM (Airport Collaborative Decision Making) is a broader system designed to improve overall airport efficiency. It involves all key airport stakeholders, including airlines, ATC, airport operators, and ground handlers. A-CDM promotes real-time information sharing and coordination for arrivals, departures, and turnaround operations. While DMAN focuses only on departures, A-CDM covers the entire airport process and may include DMAN as one of its tools to support better decision-making. In short, DMAN manages departures, while A-CDM manages the whole airport collaboratively.

0 Upvotes | 0 Downvotes

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VOTES

Anonymous • 02 Jun 2025 15:42 • ✓ ANSWERED

To Mr. M.K and Mr. Valerio: Can you guys provide "open source software" so those type of applications can be used by 3rd world countries. can't I.C.A.O. intervene in this side to standardize systems.

1 Comment:

Jamel ANSO • Allowed on 02 Jun 2025, 16:01 • Allowed

states shall to procure their own system on their own. however i seen a good system from Aerothai

0 Upvotes | 0 Downvotes

0
VOTES

Anonymous • 02 Jun 2025 16:05

in europe, how acdm concern to the airport slot allocation ?

1 Comment:

Valerio • Allowed on 02 Jun 2025, 17:04 • Allowed

The TTOT information shared by A-CDM Airports is used by the NM system to allocate slot.

0 Upvotes | 0 Downvotes

0
VOTES

Anonymous • 02 Jun 2025 16:13 ⭐

what happened if aircraft does not comply for the acdm? some from pilots and some from the fir for the restrictions need to follow due to requirements

0
VOTES

Anonymous • 02 Jun 2025 16:20 ⭐

To Valerio: in your presentation, it is the airport operator that manage ACDM platform. For AU getting 16 milestone ACDM data, is it from the ACDM platform or possible directly from ANSP?

1 Comment:

Valerio • Allowed on 02 Jun 2025, 17:14 • Allowed

For common situational awareness is important that all Stakeholders have access to the ACDM Platform and retrieve the data they are interested into. That does not prevent Stakeholders to retrieve some pieces of information also from other Stakeholders. For example Aircraft Operator in Europe might use estimated landing time (ELDT) from Aircraft operator, ELDT from the ANSP when the flight enters the FIR, ELDT from NM before and while the aircraft is airborne. The ELDT estimations, depending on the flight phase might be more accurate from one specific source than the others, it is important in A-CDM process that the best quality data is used and used as reference for situational awareness with the other Stakeholders.

0 Upvotes | 0 Downvotes

1 Question Pending

0
VOTES

Anonymous • 03 Jun 2025 09:09

Mr. Vern, are there instances where marginal VMC conditions were predicted and according AAR was used but the actual conditions were worse, reducing ops capacity? And how does FAA mitigate such cases?