International Civil Aviation Organization

Sixteenth Meeting of the Asia/Pacific Air Traffic Flow Management and Airport Collaborative Decision-Making Steering Group (ATFM & A-CDM/SG/16)

Bangkok, Thailand, 06 – 10 April 2026

Agenda Item 5: A-CDM Operations, Airport Capacity Optimization, Airport Operations Plan (AOP), and A-CDM/ATFM Integration

THE OPERATIONAL EFFICIENCY PROMOTION BY SUPPORT FROM A-CDM IN CHINA

(Presented by CAAC and IATA)

SUMMARY

This paper presents the current status and achievement of China A-CDM and its support to the operational efficiency. And reviews the collaboration between CAAC and IATA for A-CDM.

1. INTRODUCTION

1.1 A-CDM serves as a core operational infrastructure that has been promoted by Civil Aviation Administration of China/CAAC since 2017. By the end of 2025, 41 airports in China have implemented A-CDM deployment, with an additional 2 facilities currently undergoing construction.

1.2 Operations Supervisory Center/OSC is the leading unit on behalf of CAAC in China for A-CDM construction. OSC has maintained a strategic partnership with IATA since 2017, significant collaborative achievements for the past years mainly include,

1.2.1 Jointly review the technical standard such as the *Technical Specifications for Airport Collaborative Decision Making system(A-CDM)*. During the review, IATA collect the feedback from member airlines then share with OSC for consideration and optimization;

1.2.2 IATA consistently briefs the ASPAC/North Asia Regional Coordination Group(RCG) on China's A-CDM progress, and all the feedback is shared with OSC in a timely manner for the continuous optimization;

1.2.3 IATA North Asia office and OSC initiated a partnership on Total Airport Management/TAM from 2025. During the ICAO 42nd Assembly in 2025, IATA Headquarters supported China's Working Paper, '*Government-Led Development of Technical Standards and Operational Guidance to Facilitate Total Airport Management (TAM) Implementation*.' While supporting the strategic framework, IATA recommended that the Assembly further consider the need for ICAO to establish a comprehensive global regulatory framework for the use of AI, prior to any integration of AI into TAM operations;

1.2.4 The *IATA A-CDM Toolkit* incorporates key elements of China's operational experience.

1.3 As for the detailed operational efficiency promotion, below are the data on a national basis,

1.3.1 Following the deployment of A-CDM at major airports with annual passenger throughput over 10 millions, the national average flight delivery rate has increased by 5 to 10 percentage points. Furthermore, the prediction accuracy rate of Target Off-Block Time/TOBT has reached over 95%, providing a highly reliable time reference for collaborative decision-making process. From 2017 to 2025, China's national average flight on-time performance maintained a robust rate of 85.66%;

1.3.2 Taking Xi'an Xian Yang International Airport/XIY as an example, after the deployment of A-CDM in 2017, the morning time(7am-9am) departure on-time rate has improved by nearly 5 percentage points. Especially under the abnormal weather conditions, such as thunderstorm, snow, low-visibility, etc., the average flight delivery rate reached to 66.29%, marking a significant 51.08 percentage point increase compared to pre-deployment level;

1.3.3 According to the assessment conducted by the CAAC on 6 major China airports, after deducting the cost of A-CDM construction, these 6 airports collectively yielded a total comprehensive income of CNY141 million in 2019, with each airport's annual average comprehensive income exceeding CNY20 million.

2. DISCUSSION

The success of China A-CDM

2.1 The success of China's A-CDM implementation is primarily attributed to,

2.1.1 Sufficient and strong investment support from CAAC, airports, airlines and ANSPs for the system construction, training, and human resources, etc..

2.1.2 As the regulatory body, CAAC has played an important role in supporting and advancing A-CDM, including but not limited to, technical standard design and optimization, international collaboration, post-operation analysis, and system optimization. As for the technical details and operational mechanism, below are the items of benefit to operations;

2.1.2.1 The effective interoperability between individual A-CDM and National Traffic Flow Management/NTFM, A-CDM has the capacity to exchange the core milestone time with NTFM;

2.1.2.2 The establishment of the operations management committee/OMC. As a permanent operations unit required by CAAC, OMC is usually deployed at the airport operations command center. It is composed of core departments such as the airport, airlines, ANSP, airport ground handling service providers, etc. It plays an important role in consultation and decision-making in daily operations, especially under abnormal operating conditions. Meanwhile, OMC is responsible for the performance review of stakeholders in the Collaborative Decision Making process so that the efficiency of A-CDM system can be continuously promoted.

China A-CDM's innovation

2.2 Regional airport clusters leveraging A-CDM collaboration: Currently, A-CDM coordination among airports within clusters such as Beijing-Tianjin-Hebei region, Yangtze River Delta region, Greater Bay region has been achieved. This enables the integration of factors such as flight

schedule, alternate airport resource, take-off sequence, and flight coordination in case of extreme weather, thereby significantly promoting operational efficiency;

2.3 Milestone design: In line with ICAO guidance and industry best practices, CAAC's technical standards implement a comprehensive set of 45 milestones covering all operational entities, including the airport, ANSP, airlines, customs, border control, fuel supply, and ground handling service providers. This broader scope ensures that the entire A-CDM process is visible, controllable, and traceable, enabling automated data-collection rate exceeding 80%. For comparison, the 16-milestone model commonly used in Europe and referenced in ICAO guidance material as an illustrative example represents a different implementation approach. In addition to the 45 core milestones, airports are working collaboratively with relevant stakeholders, including airlines, could design additional milestones tailored to their specific infrastructure and operational requirements.

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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