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

A-CDM IMPLEMENTATION IN AUSTRALIA

(Presented by AUSTRALIA/AIRSERVICES AUSTRALIA)

SUMMARY

This paper presents provides information on the successful implementation of A-CDM into Australia's four (4) ATFM ports. A-CDM in Australia is managed by the ANSP and supported by airline and airport partners.

The paper details performance during deployment and focus areas moving forward to ensure system performance and realized benefits.

1. INTRODUCTION

1.1 In 2025 after a number of years planning and developing the systems with the vendor SAAB and out airlines and airport partners, Airservices successfully deployed A-CDM into Brisbane, Perth, Sydney and Melbourne international airports.

2. DISCUSSION

A-CDM deployment

2.1 A-CDM was successfully deployed into the four (4) ATFM ports within Australia. The initial site was Brisbane followed by Perth then Sydney and Melbourne.

2.2 Brisbane, Perth and Melbourne saw the A-CDM platform integrate with the Integrated Tower Automation Suite (INTAS).

2.3 Sydney does not have INTAS and so was deployed as a standalone system where the platform is held on an AWS cloud server and the controllers interact through a tablet or laptop.

2.4 Brisbane was the first of type in Australia. It saw some delay due to Tropical Cyclone Alfred which had a significant impact on Brisbane and delayed the deployment. There were additional technical issues encountered with the integration with the INTAS suite that revolved around messaging delays and filtering of messages between systems. Additionally airlines partners had initial challenges with the change process and required additional support.

2.5 Perth had minimal issues but was challenged with a shorter timeframe for deployment due to the delays seen in Brisbane. Low Visibility Operations on day 2 of operations tested the system and our ability to use it effectively which highlighted some knowledge gaps for some smaller operators and some pressure points in the network.

2.6 Sydney created the most challenges for deployment. We saw a shortened timeframe for deployment which put pressure on technical readiness and training. Instability in the system and the interface took significant time to resolve and following initial go-live procedures were suspended to investigate and resolve. TSAT stability is still the greatest challenge in Sydney with incremental changes improving performance and stability.

2.7 Melbourne deployment was delayed due to the requirements to resolve the initial Sydney issues. An initial issues with bay conflict required a software resolution as did a surveillance issue however these were resolved quickly.

2.8 There are 5 main focus areas on improving the system and how the system is used:

2.8.1 **TSAT stability**: TSAT stability, particularly in Sydney has been an ongoing and, at times, significant instability

2.8.2 **Surveillance Jitter**: A-CDM relies on inputs including ASMGCS & ADSB. Coverage issues are impacting approx. 30% of 1 partners fleet movement at Sydney

2.8.3 **Software updates**: initially missing governance on software upgrades while we worked to improve the system rapidly

2.8.4 **Data quality:** The system that supports our integrated data pool has been subject to data drops and erroneous data being populated into the PDS

2.8.5 **Data priority:** Within the SAAB gateway Eurocat, Maestro and Harmony ETAs were treated with the same priority leading the TSAT instability

2.9 Through the governance forums Airservices is working with partners to develop key reports on system performance and metrics to track against business case benefits.

2.10 TOBT compliance has averaged over 80% across all 4 airports. As operators have learnt to use the system and find the benefits we have seen operator compliance increase with carriers consistently seeing over 90% compliance.

2.11 An early example of benefits has been the morning departure push from Perth where the airport has reported a 75% reduction in departure delays and the addition of 4 departure slots per hour for the morning period.

3. ACTION BY THE MEETING

3.1 The meeting is invited to: Note

a) The successful deployment of A-CDM into the four (4) ATFM ports in Australis, and

b) discuss any relevant matters as appropriate.

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