INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/2)

Livingstone, Zambia, 2 - 6 November 2026

Agenda Item 4: Implementation of safety and air navigation goals, targets, and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

Implementation of Airport Collaborative Decision Making (A-CDM) at Lomé Gnassingbé Eyadema international airport (AIGE)

(Presented by Togo)

SUMMARY	
This information paper presents the progress made in implementing the Airport Collaborative Decision Making (A-CDM) at Lomé Gnassingbé Eyadema International Airport (AIGE). It outlines the implementation approach, the main challenges and lessons learned. It also identifies the next steps towards operational deployment and full integration with regional Air Traffic Flow Management (ATFM). Action to be taken by the Meeting is in paragraph 3.	
Strategic Objectives	– Every Flight is Safe and Secure – Aviation is Environmentally Sustainable – Aviation Delivers Seamless, Accessible, and Reliable Mobility for All

1 INTRODUCTION

1.1 Airport Collaborative Decision-Making (A-CDM) is a collaborative operational approach designed to improve efficiency, predictability and punctuality of airport operations through accurate and timely information sharing, common situational awareness and coordinated decision-making among airport stakeholders.

1.2 In line with the ICAO Aviation System Block Upgrades (ASBU) framework and the regional objectives for improving airport operational performance, Lome International Airport has initiated the implementation of A-CDM in accordance with the AFI A-CDM implementation guidance, endorsed through Decision 1/07 of the first AASPG meeting, held in Libreville, Gabon, from 3 - 7 November 2025.

1.3 This initiative is intended to address operational challenges affecting aircraft turnaround process, including inconsistent updates of target times, limited end-to-end visibility of flight readiness and insufficient coordination among ATC, airport operator, airlines, ground handlers and other operational stakeholders. These challenges are partly driven by the airport's strategic role as a hub for ASKY, which results in concentrated traffic during banked operations and requires a high level of coordination and synchronization.

1.4 This paper presents the approach adopted for implementation of A-CDM at Lomé Airport, the progress achieved, the challenges encountered and lessons learned, as well as the next steps toward full implementation.

2. DISCUSSION

2.1 A-CDM IMPLEMENTATION APPROACH

2.1.1 The implementation of A-CDM at Lomé Gnassingbé Eyadema International Airport has been undertaken as a collaborative and phased process involving the main operational stakeholders to ensure a coordinated and inclusive roll out of the project.

2.1.2 For governance of the project and stakeholder engagement, a dedicated A-CDM steering committee was established under the oversight of the National Civil Aviation Agency (ANAC-Togo). This high-level governance structure, which provides strategic direction and facilitates institutional coordination, brings together the executive representation of SALT (aerodrome operator), ASECNA (ANSP), ASKY (main carrier), ST-Handling (ground handler), Air Force and others relevant airport partners.

2.1.3 Under the steering committee, a joint A-CDM Technical Working group was formed. This group is responsible for mapping A-CDM operational workflows, identifying data-sharing requirements, defining stakeholder responsibilities for each A-CDM data element, supporting the development of A-CDM operational procedures, and validating the A-CDM technical platform in line with the actual operational process.

2.1.4 Implementation has followed a phased approach comprising assessment of the existing processes, GAP analysis of A-CDM requirements, definition of target processes, development of A-CDM platform, system integration, capacity building, testing and operational validation. The implementation encompasses the six core elements of A-CDM: information sharing, milestone approach, variable taxi-time, pre-departure sequencing, collaborative management of flight updates, and A-CDM in adverse conditions.

2.1.5 To strengthen stakeholders' understanding of A-CDM concepts and operational practices, a benchmarking and specialized training program was conducted for representatives of the Lomé Airport community, with Airport intelligence, a subsidiary of Brussels Airport Company. Coordination with Airport Intelligence was facilitated by ICAO WACAF Office. The program provided practical exposure of A-CDM operations, Airport Operations Center (APOC), stakeholder's coordination arrangement, performance measurement and procedures and tools for updating operational information including target off-block and target start-up approval times.

2.1.6 Operational taxi-time data are currently being collected to support the implementation of Variable Taxi Time (VTT) calculations. The data will be analyzed to establish representative taxi-in and taxi-out times, taking into consideration, aircraft types, traffic density, stands and runway in use. Predefined default values will remain available as a fallback until the collected data are sufficient and reliable.

2.1.7 For collaborative management of flight updates, connection was made with ASECNA ATFM platform to enable exchange of flight updates information in line with the recommendations contained in CANSO ATFM/A-CDM integration guide. Discussions are underway to extend this exchange to include Departure planning information (DPI) from the A-CDM platform to the ATFM system to support more accurate traffic predictions and improve demand-capacity balance at network level.

2.2 CURRENT STATUS OF IMPLEMENTATION AND NEXT STEPS

2.2.1 At the time of the preparation of this paper, the project had reached approximately 75 percent completion. The main functional components of the A-CDM platform had been developed, and unit testing of the different functions was being undertaken. Work was also progressing on the operational procedures governing the production, update, validation and use of A-CDM information.

2.2.2 The next phases will focus on the completion of interfaces with relevant ASECNA systems (AMHS and ATFM), finalization of the operational procedures, training of the operational users and system administrators. The airport stakeholders will then conduct shadow operations to assess data accuracy, operational behavior and system performance before the Steering Committee takes the go-live decision.

2.2.3 A baseline and a set of performance indicators will be established to measure the benefits of implementation. Results will support continuous improvement after operational deployment.

2.3 CHALLENGES AND LESSONS LEARNED

2.3.1 Lome Airport has faced few challenges in implementing A-CDM in Lomé Airport, largely thanks to the strong commitment of the accountable Manager, which foster stakeholder engagement and coordination.

2.3.2 The main challenge remains the absence of a Docking Guidance System (DGS) for displaying Target Off-Block Time (TOBT) and Target Start-up Approval Time (TSAT) to flight crews. Alternative procedures for communicating these target times to the cockpit, such as direct communication between flight crews and ground handling personnel, need to be agreed among airlines, ground handlers and air traffic controllers, and validated before operational deployment.

2.3.3 Our experience shows that while a technical platform can facilitate information exchange, achieving the expected benefits requires high-level leadership commitment, early and continuous stakeholder involvement, and regular awareness-raising activities to foster a culture of information sharing and collaboration.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the progress made by Lomé International Airport in implementing A-CDM; and
b) share feedback on similar project in the region.