

Airport Operator's View on CDM and Capacity Enhancement



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Presentation Outline

- ACI's View on CDM
- CDM's Impact on Airport Efficiency
- ACI's Vision on A-CDM



CDM a Great Contribution to Air Transport

- ACI supports States and Industry working together to improve capacity and efficiency
- You are making great contribution to national economies and their competitiveness



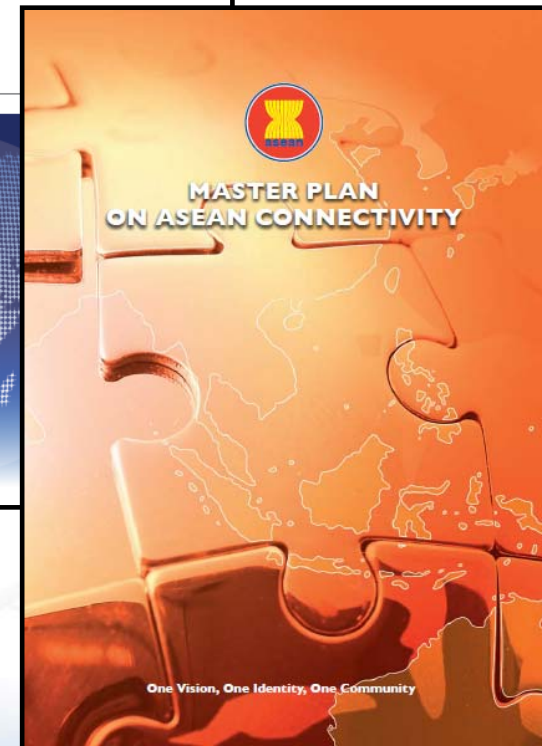
Airports Depends on Runway Capacity

- Runway the capacity bottleneck
- Airports and airlines often frustrated
- Runway capacity determines return on investment
- Hubbing an efficiency use of fleet
- Refusal of slots → inefficient connections
 - Lose-lose for airports, airlines and public
- Damaging to national economy



Connectivity Key to Competitiveness

- Higher connectivity
→ More competitive
- ASEAN Master Plan on Connectivity





Top 10 Countries (Competitiveness)

Country/Economy	Rank (out of 144)
Switzerland	1
Singapore	2
United States	3
Finland	4
Germany	5
Japan	6
Hong Kong SAR	7
Netherlands	8
United Kingdom	9
Sweden	10

Source: Global Competitiveness Report 2014-2015, WEF



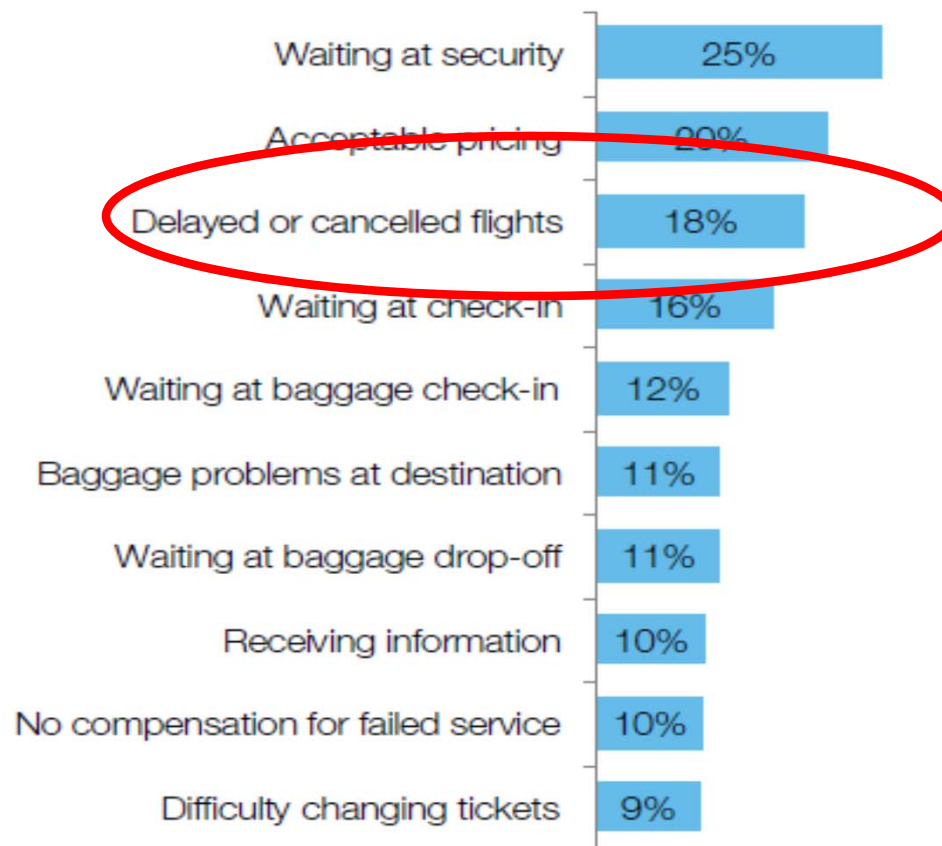
What Does CDM Mean to Airports?

- Increase predictability
- Reduce delays
- Increase capacity



Flight Delays a Major Problem for Travelers

Problems Air Travellers Experience (in %)



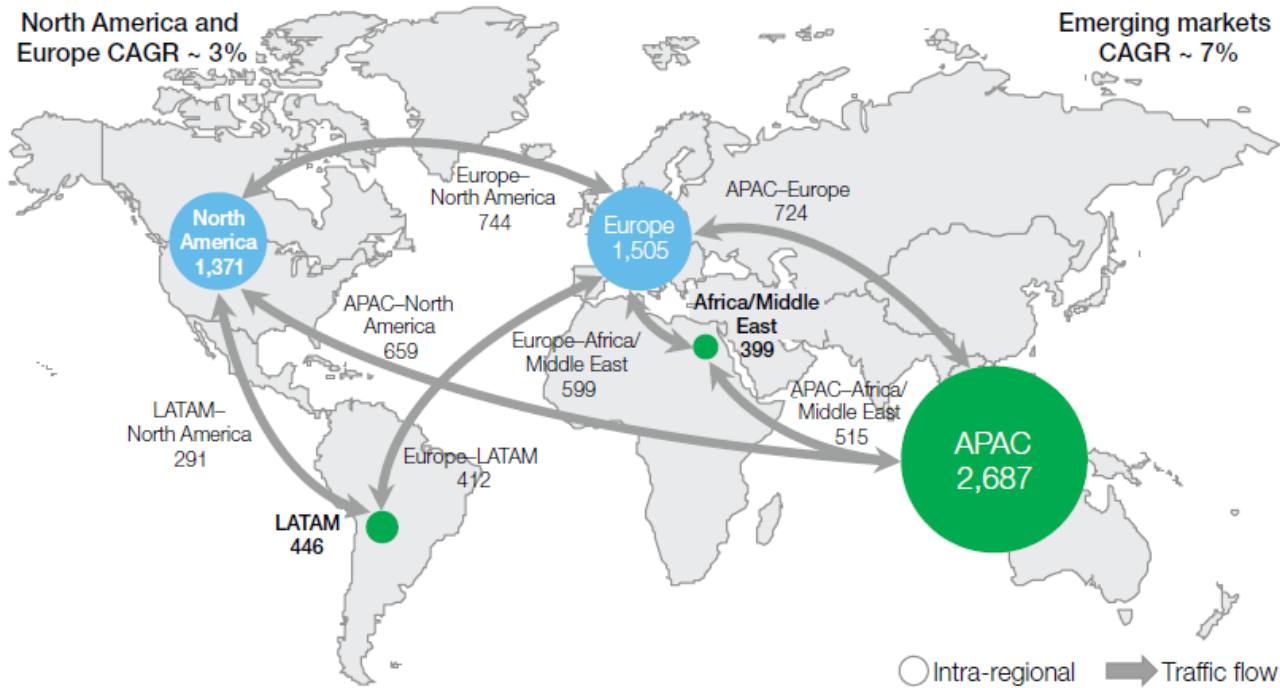
Source: Connected World Transforming Travel, Transportation and Supply Chains, WEF, 2013



Tremendous Growth Will Only Make it Worse

Figure 2: Global Passenger Air Traffic Forecast 2025

Source: Airbus; Global Market Forecast. 2011.



Source: Connected World Transforming Travel, Transportation and Supply Chains, WEF, 2013

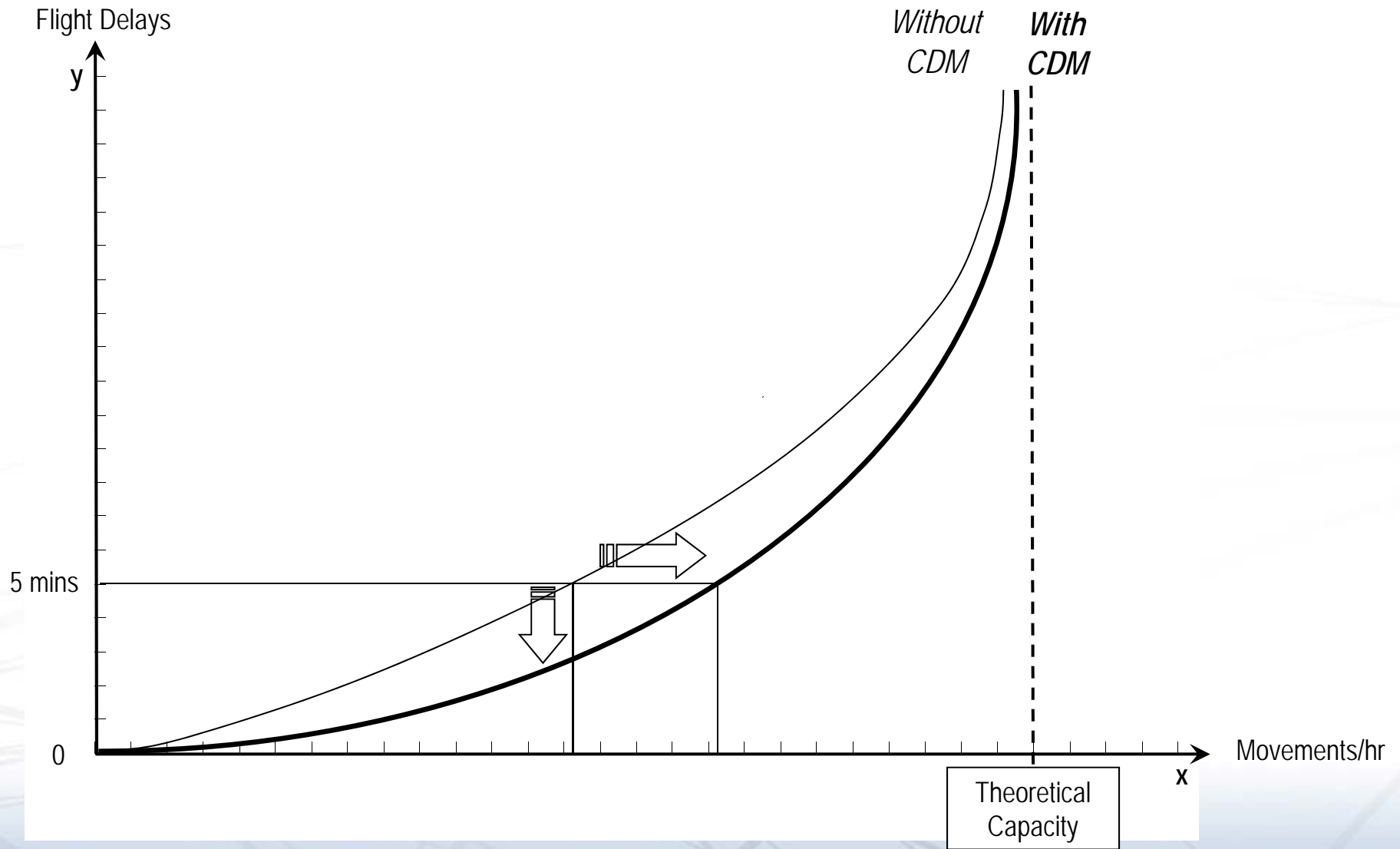


CDM May Reduce Delays than You May Think

- Better utilization of runway slots (at busy airports)
- Fewer “lost slots”
- Non-linear relationship between delay and runway utilization



CDM may help increase capacity by reducing variance of flight arrival times





What Would ACI like to See in CDM?

- Connection to A-CDM
- Not only to airfield activities
- But also terminal and landside
 - Baggage handling
 - Border control
 - Check-in
 - Landside transport
- Aim
 - tactical management of manpower and resource to improve service with the aid of A-CDM
 - Optimize capacity



A-CDM Handbook

- ICAO Task Force:
 - ACI, IATA, CANSO, Eurocontrol, FAA
- Standardization of Milestones
- To include landside
- Interface with ATFM and ASBU



Conclusion - CDM/A-CDM

- Increases economic return on infrastructure investments
- Squeezes out the last bit of capacity from airports
- Reduce delays
 - Improve customer service
 - Seemingly minor improvements could mean big reductions in delays