



Airport Collaborative Decision Making

IATA Perspective

To represent, lead and serve the airline industry



IATA

- We are the association representing 84% of the world's flights – 250 airlines.
 - Passenger & Cargo
- 66 Offices worldwide

IATA's mission is to represent, lead, and serve the airline industry.



A-CDM: Airlines' Need

- Cost effective solutions
 - Globally harmonized and interoperable
- Predictability for airline Network Operations
 - Reduce delays
- System level Efficiency
 - Optimizing the utilization of resources

A-CDM status

- Clear benefits for all stakeholders
- There is room to expand the info. scope (e.g. ground handling services)
- Positive business case for congested airports operating close to capacity
- Collaborative implementation strategy essential

A-CDM opportunities

- Increasing the involvement of airlines, ground handlers, into-plane agents etc.
- Evolving the EU focus to Global
- Expanding the ATM focus to include Airport Operations
- Airports operating close to capacity

A-CDM as an ASBU module

- A-CDM is addressed in the Global Air Navigation Plan under the Performance Improvement Area of “Airport operations.”
- Key phrase:

Performance Improvement Area

IATA Supports ICAO - ASBU Methodology

- A-CDM in Block 0 (2013 – 2017)
- A-CDM in Block 1 (2018 – 2022)
- Beyond Block 1

ASBUs – Enablers to Operational Improvement

- Airlines **do not need or want** you to implement **ASBUs** [including A-CDM]...
- UNLESS the results
- ... have achievable operational benefits
- ... that deliver tangible cost offsets

IATA Value

- Training
- Implementation Support
- Workshops

70 1945—2015
YEARS
Flying better. Together.

