



canso
civil air navigation services organisation

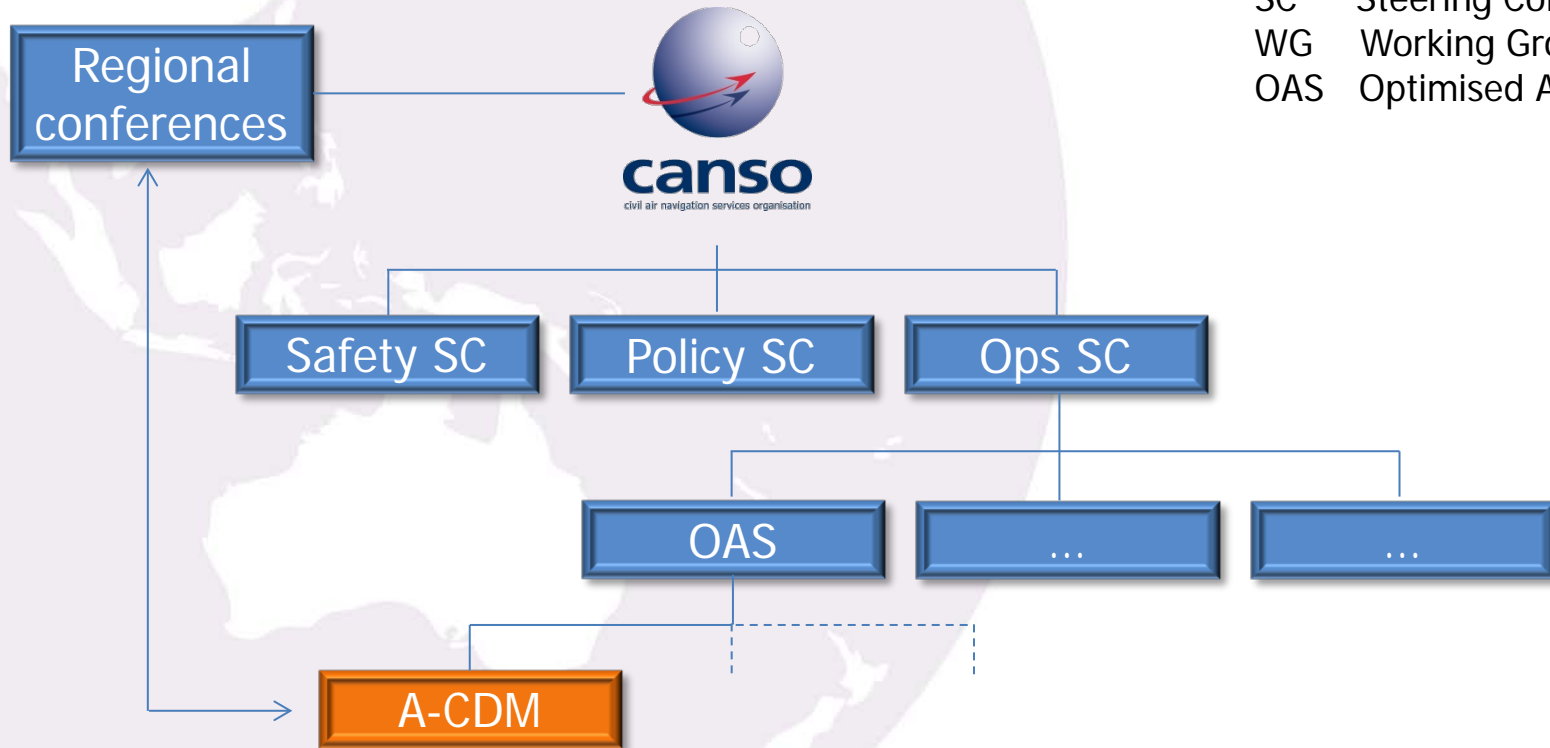
CANSO Perspective

Bastien Bernard

A-CDM Subgroup
CANSO

TRANSFORMING
GLOBAL ATM PERFORMANCE

CANSO and A-CDM: promote A-CDM in ATM



Co-chairs: Stephane Durand & Chris Varley

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A-CDM Sub-Group – Participants & Objectives

- Participants: ANSPs and the Industry
- A “Guidance Document” published by end 2015
- Share and disseminate the know-how
- Support CANSO Members for A-CDM project



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Content

- 1. What is A-CDM?**
2. What problem does it solve?
3. The principles of A-CDM
4. What does it look like?
5. What are the benefits?
6. Case studies

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CANSO and A-CDM Sub Group - CDM in ATM



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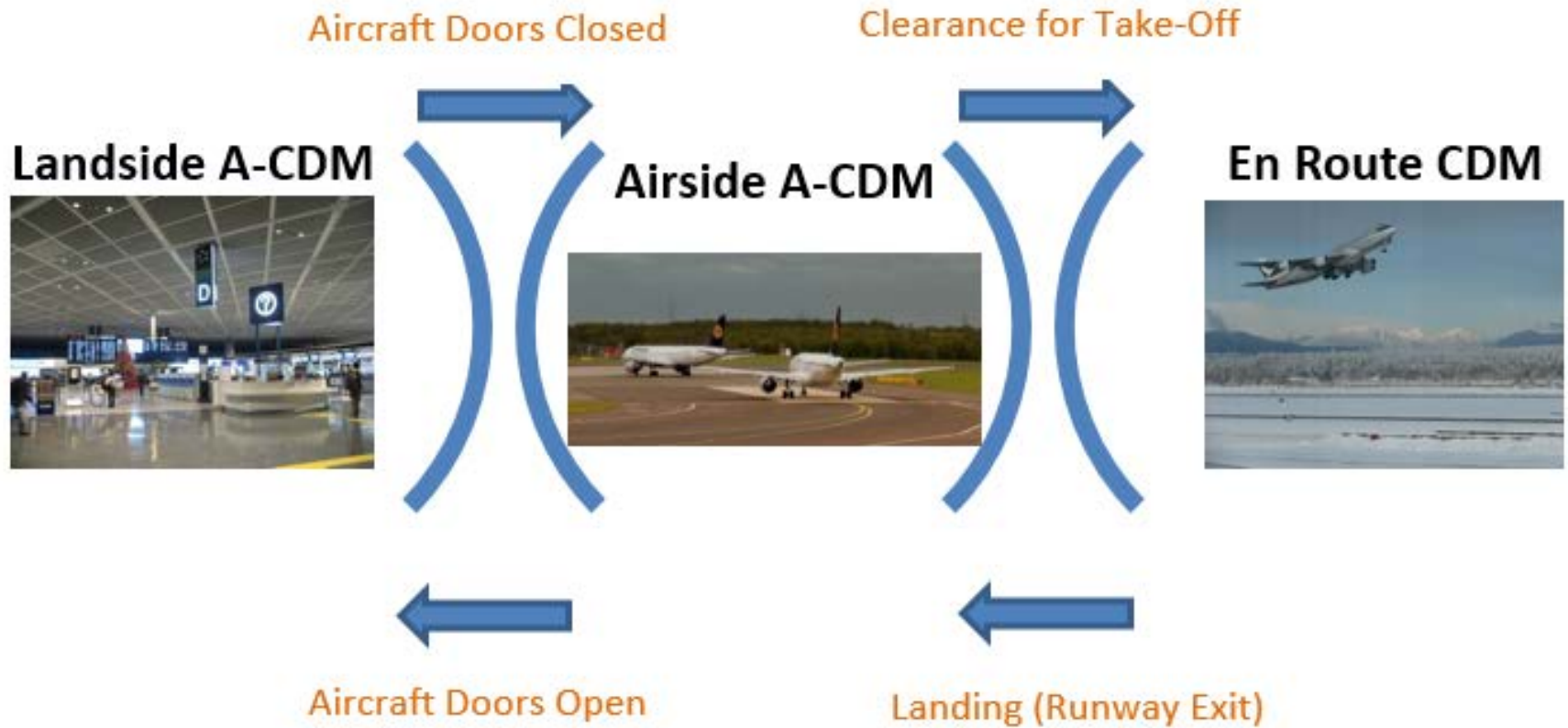


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CANSO and A-CDM Sub Group – Airport-CDM



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A-CDM Sub-Group – Definition & perimeter

Airport-CDM is a process that:

- Applies to all airports irrespective of size
- Supports both Landside and Airside operations
- Enhances forward planning and tactical decision making



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What problem does Airport-CDM solve?

Airport-CDM is a **process** that helps to:

- Reduce misunderstandings between partners
- Solve capacity issues
- Ensure more punctual execution of the flight schedule
- Promote common situation awareness



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How does it solve?

Airside A-CDM helps to:

- Optimize the use of existing capacities
- Anticipate and provide everyone a better vision of the future
- Make every situation a routine situation
- Solve some key issues without major investment or major operating changes

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Principles of Airport-CDM

- Information sharing



Departures		
FLIGHT	ARRIVING FROM	STATUS
MW 1020	MOSCOW	CANCELED
PS 4038	PARIS	CANCELED
NK 9189	NEW YORK	CANCELED
FT 1234	FRANKFURT	DELAYED
BS 7639	BRUSSELS	DELAYED
SY 1740	SYDNEY	DELAYED
LN 1345	LONDON	CANCELED
AA 9826	ATLANTA	DELAYED
MD 4523	MADRID	DELAYED
BS 1845	BUENOS AIRES	ON TIME

- Transparency
- Open philosophy

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What does it look like?

- Maturity level
- Geographical scope
- The level of management of Airport-CDM



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Maturity level

- Level 1: sharing flight lists with scheduled times
- Level 2: sharing basic information such as actual flight times
- Level 3: sharing advanced information such as a radar display, traffic load, works planning...
- Level 4: sharing analysis based on provided information.
- Level 5: sharing decisions
- Level 6: making collaborative decisions
- Level 7: sharing efforts and contribution to improve the global performance.

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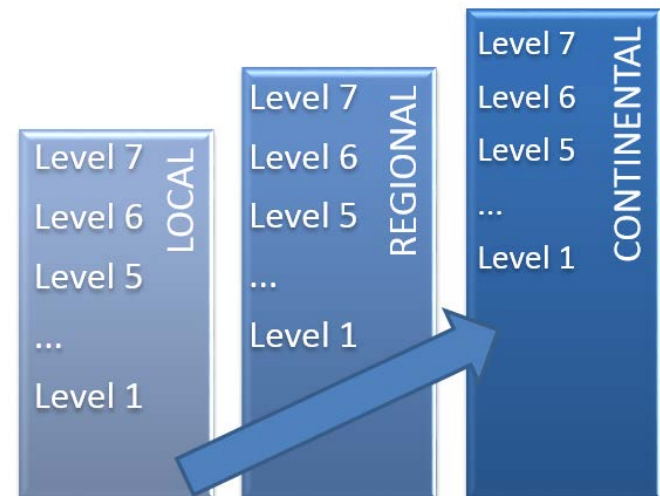
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Geographical scope

- Local scope: Airside A-CDM covers operations at the scale of an airport
- Regional scope: Airside A-CDM applies at several airports of a country or a region (either national or transnational)
- Continental scope: Airside A-CDM applies at several airports located in different countries covering a large airspace.



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The level of management of Airport-CDM



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What are the benefits of Airport-CDM?

- Optimizing ATC capacity
- Managing an operation overload
- Reducing taxi time and fuel consumption
- Withstanding a crisis
- Improving airport throughput
- Improving the client satisfaction
- Killing costs by optimizing the available non-ATC resources
- Complying with regulations or environmental constraints.

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Case studies

- No “One Size fits all” Airport-CDM
- Regional conferences to gather case studies and to take into account the members’ needs
- Awareness workshops and diagnostic to support Airport-CDM implementation
- Case studies: Dubai, JFK, Thailand, ..



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CDM@CDG: gains measured

Safety	Less congestion on ground and holding points
Predictability	3 hours ahead
Departure punctuality	+13%
Taxi time	- 8% up to 4 min per flight on LVP
Fuel consumption	- 4.000 tons per year
CO ₂ emissions	- 13.000 tons per year
Adverse conditions (fog, snow...)	Optimised capacity, lower impact on customers, quicker return to normal situation

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Thank you!



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