Group 5-Iracund@s

A-CDM Case Scenario

Composition

ACTUAL

- Only one communication was made and vague “no gates available”.
- Departures were delayed because of MET conditions on the EAST ramp. But no further communication.
- No capacity calculation or related analysis due to delays on departures.
- ATC doesn’t have updated info on gate occupancy change or delays on departures.
- No plan to reduce arrivals (demand) vs apron capacity

DESIRED

- ATC should be informed on the expected block off times of delayed departure flights, so that they can “separate” arrival flights, based on re-calculated capacity.
- All stakeholders may manage the same info, so that they can take better decisions collaborative (for example, to increase capacity at the airport, the airline may cancel or delay flights at origin, the airport may allow the airline to operate at other gates, etc.

Objectives

AREA	SAFETY	CAPACITY	EFFICIENCY	ENVIRONMENT	ACCESS	SECURITY
ATC	• Reduce RWY crossing • Reduce excesive communications	• Not having reduced capacity on RWY/TWYs /APRON	• Reduce departure delays • Less workload	• Reduce CO2, NOx emissions	• Maintain flow	• none
AIRPORT	• Too much acfts on ground may drive to incidents	• Maintain throughtput • No delays	• Better gate usage	• Reduce CO2, NOx emissions	• Maintain flow both airside/landside	• Avoid overload on customs • Avoid disrupted pax due to delays
AIRLINE	• Aircrafts land on time, without diverting	• Preserve OTP and MCT • Avoid cancellations or delays	• Better resources use • Avoid crew rest due to delays	• Reduce CO2, NOx emissions • Reduce GH movement on the ramp		• Avoid disrupted pax due to delays

Recommendation

- Create a communication plan in case of IRROPS, this thru a A-CDM perspective.
- This plan should involve: ATC, Airport, Airlines, ATFM, CAA.
- In this case in special, it will be something like:

1. The stakeholder who detect the issue, will begin a telecon or process to initiate communication. For example, the flights in this case may be delayed by a pilot/company decision (due to bad weather) so the airline should initiate the call.
2. Airport should communicate to ATC that gate capacity is lowered, and give an estimate.
3. With this info, we should be able to recalculate RWY capacity, so that decisions are made.
4. ATC may decide to increase separations, move aircrafts to other taxiways, or limit departures at origin, until we regain capacity. This increase in separations may deliver to more time to “cross” the acfts on the runway.
5. Airline may decide to delay flights from origin, or even cancel flights to increase capacity for other flights.
6. Airport may adjust gate assignment based on new scenario. Also, may open other gates for the airline to use.
7. Frequent communications on the new scenarios may drive better collaborative decisions. For example, the change on taking acfts to the west of the runway may be taken before, knowing the new gate availability.