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ICAO current work on A-CDM

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ICAO's Role in ATM Modernization

STRATEGIC OBJECTIVE

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2013–2028
Global Air Navigation Plan

Performance Improvement Area	Block 0 (2013)	Block 1 (2016)	Block 2 (2020)	Block 3 (2028 onward)
Airport Operations	4 dots	6 dots	8 dots	10 dots
Globally Interoperable Systems and Data	2 dots	4 dots	6 dots	8 dots
Optimum Capacity and Flexible Flights	2 dots	4 dots	6 dots	8 dots
Efficient Flight Paths	2 dots	4 dots	6 dots	8 dots

“Increase the capacity and improve the efficiency of the global civil aviation system”

- Through the **GANP**, offer a long-term vision to assist all aviation stakeholders, and ensure continuity and harmonization among modernization programmes
- Through the **Aviation System Block Upgrades (ASBU)**, provide a consensus-driven modernization strategy for integrated planning based on performance



Aviation System Block Upgrades – Definition

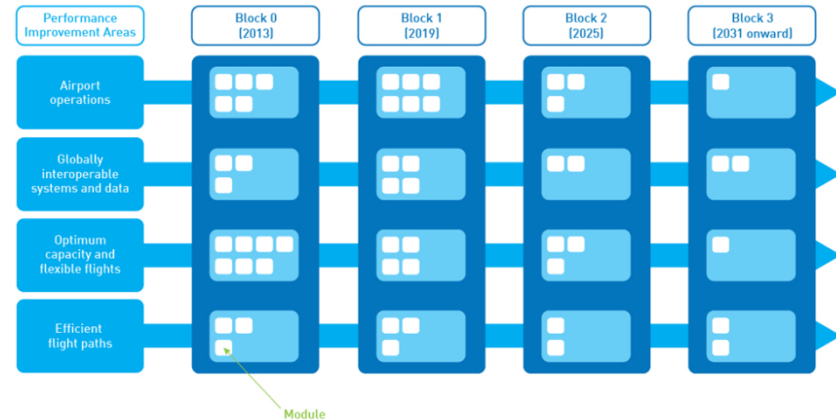
- What is an ‘Aviation System Block Upgrade’ (ASBU)?

A global operational framework that allows all stakeholders to advance their air navigation capabilities based on their specific operational requirements.



A-CDM in the ASBU's

- Airport collaborative decision-making is addressed in the ASBUs as the A-CDM thread under the Performance Improvement Area of “Airport operations”
- It is composed of two modules, B0-ACDM and B1-ACDM





ACDM Workgroup

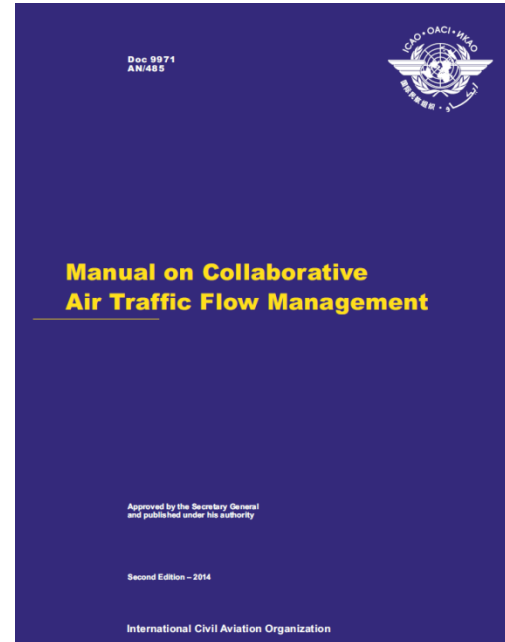
- Created on 2014 (ADOP/3) to advance ADOP Job Card 017
- Participation of experts from China, France, Germany, Japan, UAE, USA, Sweden, ACI, CANSO, EUROCONTROL and IATA





ICAO A-CDM Guidance Material

- Will be Part III of Doc. 9971 “*Manual on Collaborative Air Traffic Flow Management*”





ACDM as a mean...



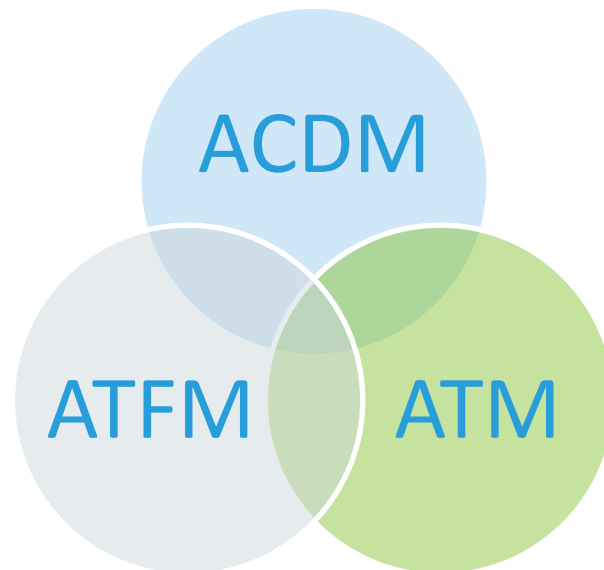
- In its effort to develop a widely accepted definition of A-CDM, the group of experts agreed that CDM was **not a system** per se, but rather **a mean** to improve operational efficiency and predictability and to reduce delays.
- A-CDM is **scalable and adaptable**.



Integration

- The group also established that the guidance material should reflect that the integration of A-CDM into ATM in general* and ATFM in particular will avail enhanced benefits, that will be further accrued in a SWIM environment.

*where ATFM is not available





The Manual

- ✓ Strong operational focus
- ✓ Lessons learnt and best practices
- ✓ Project management approach to implementation

Who? / What? / When? /
How?





Considerations

- The need for scalability
- The need for harmonization
- Technologies and capabilities.
- Existing and future performance solutions
- Full integration into air traffic management



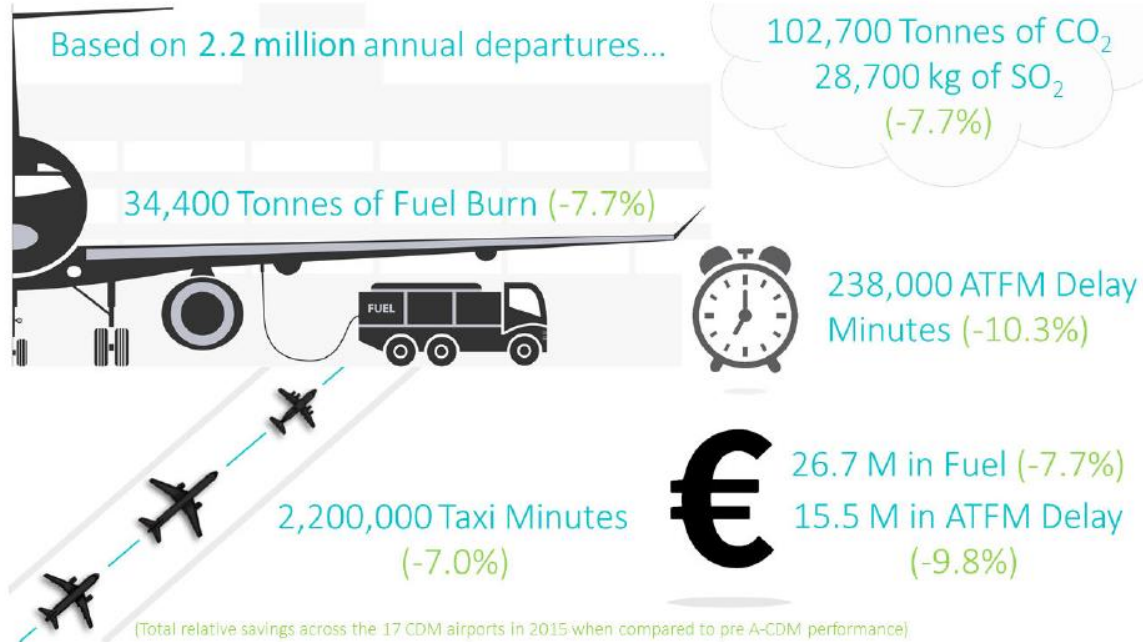


To provide

- ✓ Situational awareness and sharing of information
- ✓ Collaborative framework for decision making processes of parties involved
- ✓ Standardized milestones
- ✓ Stakeholders and their roles and responsibilities
- ✓ Benefits
- ✓ Implementation steps
- ✓ Examples, lessons learned, and best practices, including tools to facilitate information exchange in advanced levels of implementation
- ✓ Impact on other ICAO documentation
- ✓ Link with existing standards and the possible need to develop new ones.



At the end...



Source: Eurocontrol



At the end...

- Average taxi-out time savings between 0.25 and 3 minutes per departure.
- Average schedule adherence improvements between 0.5 and 2 minutes per flight.
- Reduction in push-back delays after start-up approval.
- Increased ATFM slot adherence despite increased traffic demand and ATFM regulation volumes.
- Improved ground handling resource utilization.
- Reduction in the number of late stand and gate changes.
- Improved management of and recovery from periods of adverse conditions.
- Reduction in Flight Activation Monitoring suspensions.
- Increased peak departure rates at the runway.
- Dramatically improved take-off time predictability – typically by as much as 85% during adverse conditions.

Source: Eurocontrol



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North Atlantic
(EUR/NAT) Office
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(MID) Office
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Southern African
(ESAF) Office
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(APAC) Sub-office
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THANK YOU

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