



canso
civil air navigation services organisation

Segundo seminario/taller sobre la implementación de A-CDM

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GLOBAL ATM PERFORMANCE

19- 21 October, 2016 Sao Paulo, Brazil

Introducing CANSO

- Civil Air Navigation Services Organisation
- Global Trade Association for ANS providers
- Open to all aviation industry players
- Founded 1997, based in Amsterdam
- Worldwide 88 Full & 82 Associate Members



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CANSO Members

- Served 73% world airspace
- Controlled 85% world air traffic
- Handled more than 75 million movements

CANSO: Main Goals and Objectives

1. Influence the Global ATM Community:

- Advocate 'Best Practice' in ATM provision
- Regulators - ICAO, Regional & National Authorities
- Customers – Civil & Military operators
- Stakeholders - Staff, Suppliers, Airports, etc.

2. Improve Global ANS Performance

- Advocate 'Best Practice' in ATM provision

3. Maintain an efficient organisation



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CANSO Operations Standing Committee



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Latin America and Caribbean CEO Committe (LAC3)

- Micilia Albertus-Verboom, Director General DC-ANSP, LAC3 Chair; Curazao
- Roberto Kobeh, Director General SENEAM, LAC3 Vice-Chair Mexico
- Lieutenant-Brigadier Aquino Vuik, Director General DECEA, Brazil
- Dr. Agustín Rodríguez Grellet, Presidente, EANA, Argentina
- Alejandro Herrera, Secretary of State, Director General, IDAC, Dominican Republic.
- Ramesh Lutchmedial, Director General, Trinidad y Tobago, CAA
- Teri Bristol, Chief Operating Officer, FAA ATO, USA
- Jorge Vargas, President, COCESNA, Central America
- Angel Luis Arias, Director General, Enaire, Spain
- Luis Coímbra, Presidente CEO, NAV-Portugal, Portugal



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CANSO Standing Committee

Safety Standing Committee (SSC)	Operations Standing Committee (OSC)	Policy Standing Committee (PSC)
SMS Capability	ATM Services	Business Performance
Operational Safety	Collaborative Airspace	Global Benchmarking
Future SMS Development	Operational Performance	Human Resources
SMS Performance Measurement	AIS - AIM	Quality Management
	Environment	Communications Network

CANSO Operations Standing Committee



Airport Collaborative Decision-Making: Optimisation through Collaboration

**An Introductory Guide for Air
Navigation Service Providers**



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Airport collaborative decision-making

Airport collaborative decision-making (A-CDM) is a process that provides a concrete response to the problem of congested airports.

In recent years, it has become a key process supported by CANSO, the International Civil Aviation Organization (ICAO), Airports Council International (ACI), and the International Air Transport Association (IATA).



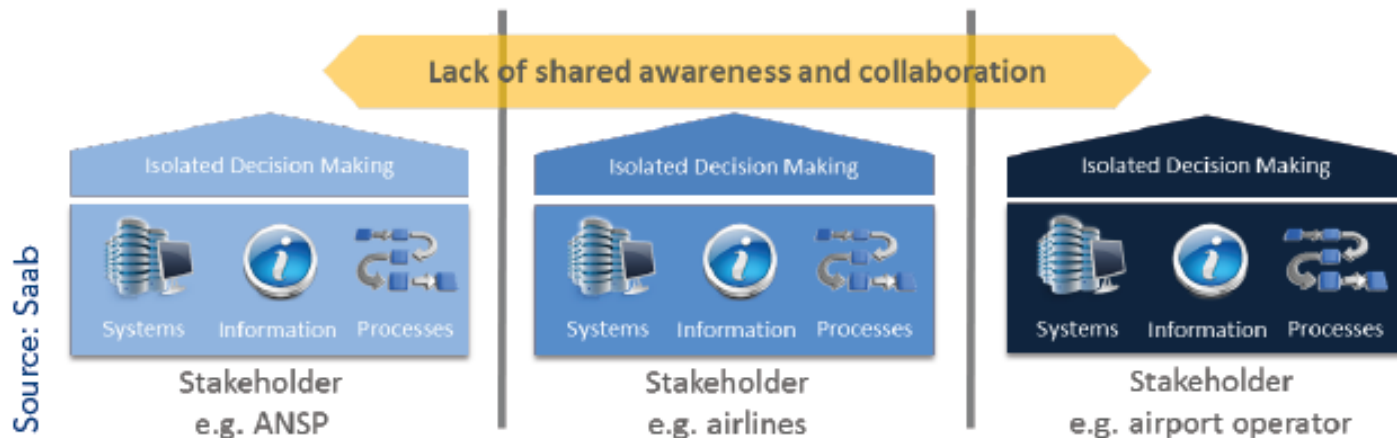
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Airport collaborative decision-making

- The silo Effect – Slowing Down Operational Efficiency at Airports
- Principles of Collaborative Decision-Making
- Airport-CDM: A philosophy of Open Communication Exchange
- Airport-CDM Stakeholders
- Airport-CDM collaboration Levels
- Steps of Success
- Main Benefits Derived from an Airport-CDM initiative

The silo Effect

➤ Lack of Common Vocabulary and Definitions



The silo Effect

➤ Addressing Airport Challenges Collaboratively



Source: Saab

Principles of Collaborative Decision-Making

➤ From the Concept of CDM to the Process of Airport-CDM



Source: Saab

Airport-CDM

➤ A Philosophy of Open Communication Exchange

- Transparency
- Sharing Information
- Examples of Shared Information
- Ways of Sharing Information

Airport-CDM

➤ Stakeholders



Airport-CDM

Levels



Airport-CDM

➤ Steps to Success



Airport-CDM

Main Benefits

- Reduction in costs by avoiding unnecessary fuel burn and reducing delays at critical locations such as runway holding points
- Environmental benefits by lowering CO2 emissions and noise
- Better assessment of airport system capacity through identifying bottlenecks and improving options for mitigating constraints, and less loss of capacity during irregular operations
- Improved efficiency by better planning of duties for all stakeholders due to more predictable demand

Airport-CDM

Conclusions

- Sharing information and collaboration among stakeholders enables them to make better informed decisions.
- The basis of A-CDM is sharing information, such as available runway capacity, stand and gate resources, landing times, intended take-off times, and forecast weather. This shared information enables shared awareness and facilitates collaborative decision-making to increase the overall efficiency of the system instead of focusing on optimising individual processes.
- From an ANSP point of view, the increased predictability of traffic demand allows for better planning of ATC operations.

Airport-CDM

Recommendations

- As an important stakeholder in the processes at an airport, ANSPs are very likely to be asked to participate in the implementation projects or may even initiate a project themselves. Involvement of ATC staff, from top managers to frontline operators, is essential to maximise the benefits for ANSPs, airlines, airports, and customers.
- ANSPs which actively participate in the process will also be able to realise operational and strategic advantages for themselves.
- CANSO recognises the proven benefits of implementing A-CDM and therefore strongly encourages its Members to develop and participate in these initiatives from the early stages on.
- To expand the implementation of A-CDM, CANSO recommends that Members consider including A-CDM in the agenda of their CANSO and ICAO regional meetings and conferences to discuss initiatives and share experiences.

Thank you!



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COO