

ICAO A-CDM Workshop

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Aiport-Collaborative Decision Making

Why do we need it?

Does CDM integration and implementation help the community deal with the operational issues at a given airport?

A-CDM

What are we trying to tackle?

- **Poor punctuality and operational performance**
- **Poor operational compliance**
- **Poor sequencing**
- **Opportunity to improve runway utilization**
- **Poor data into airport network**
- **No ability to recovery well after disruptions**
- **Poor coordination amongst stakeholders**

A-CDM – where to?

What is the long-term view?

- **Need to increase capacity**
- **Need to increase performance**
- **Need to improve operational resilience**
- **Need to reduced CO2 emissions**

A-CDM roadmap?

Roadmap of things to consider

- **Clear roadmap produced for ‘what does success look like’**
- **Clear, agreed performance metrics**
- **Comprehensive communications plan for ALL stakeholders: before, during and after implementation**
- **Ensure IT change is not focus of project and the majority of effort is concentrated on human factors and behavioral change**

A-CDM roadmap?

Roadmap of things to consider

- **Stakeholder group established including an Airline Steering Group**
- **Ensure consultation with airlines on investment costs and agreed benefits**
- **Ensure that the used algorithm considers equity, performance and stability**
- **Do not rush implementation as failure will create no confidence**

A-CDM Challenges

State of things around A-CDM from airlines perspective

1. **Common objectives & performance metrics**
2. **Standardizing procedures**
3. **Standardized documentation**
4. **Standardized data & messaging**
5. **Re-engineering the turnaround procedures**
6. **Continuous improvement culture**

A-CDM Challenges (1)

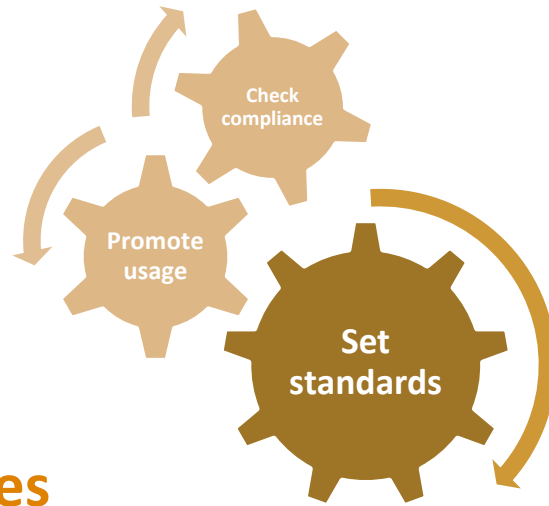
Common objective & performance metrics



- **Alignment of airline and airport priorities and objectives prior to the setup of A-CDM.**
- **Collaborative agreement and governance of measurement and performance metrics.**

A-CDM Challenges (2)

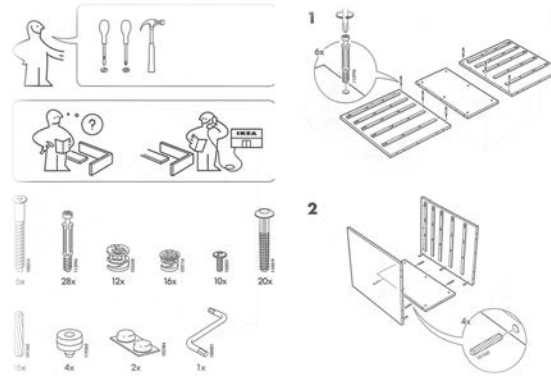
Standardizing procedures



- **Standardizing procedures**
- **Standardizing terms and definitions**
- **Standardizing variations/anomalies at global level**
- **Educating, training & raising awareness - CDM is more about people than it is a technical challenge**

A-CDM Challenges (3)

Standardized documentation



- Need for global standardized implementation guidelines.
- Need for standardized templates for local implementation catering for variations.

A-CDM Challenges (4)

Standardized data & messaging

XML Implementation Guide
Aviation Information Data eXchange (AIDX)

Code Value	Meaning	PADIS Codeset Reference
SQ	Re-instate a cancelled or diverted flight	1245
NOP	Non-Operational flight: Planned flight that is not actually used - typically part of season planning, but is not running.	1245
OP	Operational Flight : Flight in operation	1245
<i>CDM Status</i>		
SCH	Scheduled	9750
INI	Initiated (Flight Plan activated)	9750
TKO	Airborne / Departed	9750
FIR	Flight entered local Flight Information Region	9750
FIN	Final approach	9750
LAN	Landed	9750
ONB	On block	9750
SEQ	Sequenced (TSAT issued)	9750
BST	Boarding	9750
RDT	Ready for start	9750

- Need for a common global data standard and compliance for exchange of A-CDM data between all A-CDM partners.

A-CDM Challenges (5)

Re-engineering the turnaround procedures



- **Increasing ownership of process by airlines to improve the turnaround performance.**
- **Local ATC procedures should deliver efficiency, transparency, better recovery in disruption & improved performance.**

A-CDM Challenges (6)

Continuous improvement culture



- **Airline stakeholders should seek improvements from A-CDM process that struggles to deliver regular operations.**
- **A-CDM is not a project, but an operation that needs continuous improvement with feedback from the main users taken into account.**

| Questions?



“The Secret of Change Is to Focus All of Your Energy, Not on Fighting the Old, But on Building the New.” (Socrates)