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# Seminar Overview

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*AGA Regional Officer*

**4th ICAO SAM A-CDM Seminar**

ICAO SAM Regional Office

Lima, Peru – Nov. 12-15, 2019





# It's being a while...



2015

- Lima
- 1<sup>st</sup> Global ICAO A-CDM Seminar
- 47 participants



2016

- GRU Airport - Brasil
- 85 participants



2017

- Lima
- 52 Participants



# What's new? GLOBAL



The screenshot shows the ICAO GANP Portal website. At the top left is the ICAO logo and the text 'ICAO GANP PORTAL'. Below this is a navigation bar with 'Global Strategic', 'Global Technical', 'Regional', and 'National' dropdown menus, and a 'Login' button. The main content area features a large image of a man in a suit holding a globe, with an airplane and a control tower in the background. The text reads: 'WELCOME TO THE GLOBAL AIR NAVIGATION PLAN PORTAL'. Below this, it states: 'The GANP Portal is a web portal where all aviation stakeholders will be able to find the most relevant information related to the GANP'. At the bottom, there is a blue banner with the text: 'THE GLOBAL AIR NAVIGATION PLAN'. Below the banner, it says: 'The Global Air Navigation Plan (Doc 9750) is the ICAO's highest air navigation strategic document and the plan to drive the evolution of the global air navigation system. In line with the Global Air Traffic Management Operational Concept (GATMOC, Doc 9854) and the Manual on Air Traffic Management System Requirements (Doc 9852), it also supports planning for local and regional implementation. In order to better communicate with technical and high-level managers and to not leave any State or stakeholder behind, a multilayer structure, tailored for the various audiences, is proposed for the sixth edition of the GANP. This multilayer structure of four layers: two global levels, a regional level and a national one, would also provide a framework for alignment of regional, sub-regional and national plans.'

- The **Global Air Navigation Plan (GANP)** is an important planning tool for setting global priorities to drive the evolution of the global air navigation system and ensure that the vision of an integrated, harmonized, globally interoperable and seamless system becomes a reality.
- The 40th Assembly endorsed the Sixth Edition of the GANP.

<https://www4.icao.int/ganpportal>



# ICAO A-CDM Guidance Material

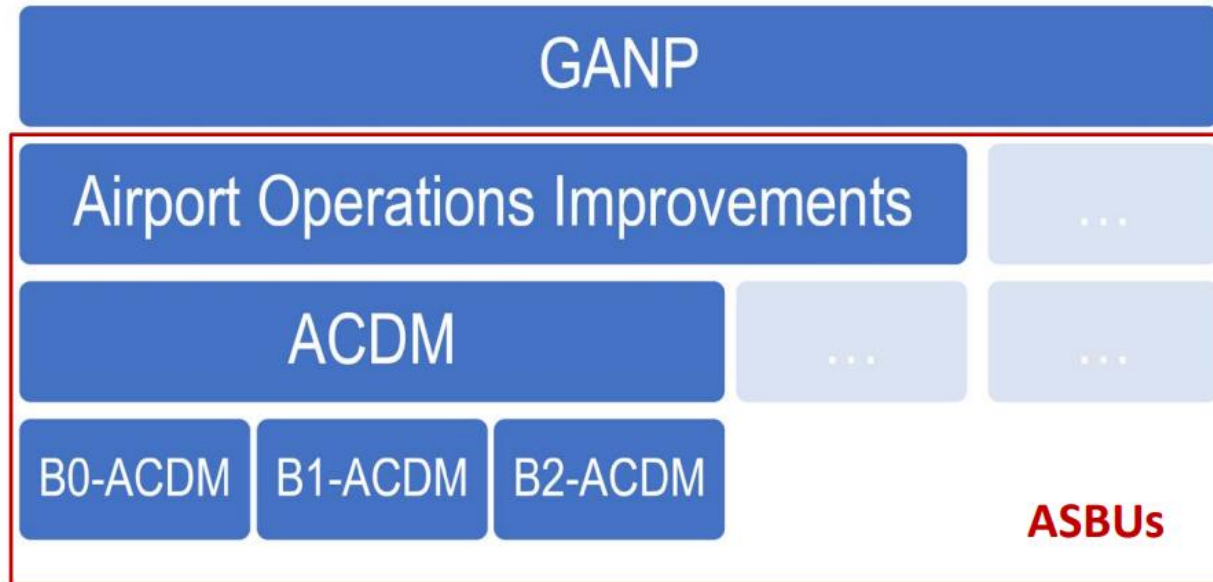


- Guidance material included in Part III of Doc 9971 Manual on Collaborative Air Traffic Flow Management
- Strong operational focus
- Lessons learnt and best practices
- Project management approach to implementation

Who? / What? / When? / How?

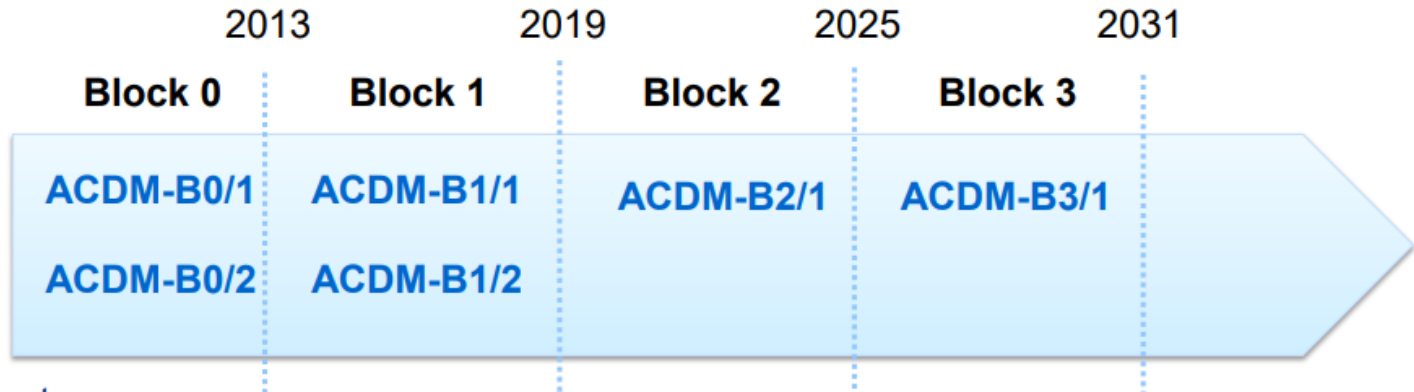


# Airport CDM in the Global ICAO context





# Operational Thread - ACDM



## ASBU Elements:

- **ACDM-B0/1** Airport CDM Information Sharing (ACIS)
- **ACDM-B0/2** Integration with ATM Network function
- **ACDM-B1/1** Airport Operations Plan (AOP)
- **ACDM-B1/2** Airport Operations Centre (APOC)
- **ACDM-B2/1** Total Airport Management (TAM)
- **ACDM-B3/1** Full integration of ACDM and TAM in TBO

ACIS is the “base”  
of A-CDM





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What's New. REGIONAL

# Current situation on AGA/AOP Capacity & Efficiency at the SAM Region





# Doc 9750 Global Air Navigation Plan





# Current situation – CAP & EFF

- As of May 2019, there were no initiatives under our PIRG (Planning and Implementation Regional Group / GREPECAS) formally agreed by the States to meet requirements identified in the regional ANP and that are related to the capacity and efficiency of aerodromes.
- Just one Project under the AGA Programme related to Aerodrome Certification (BBB compliance)



*Aerodrome capacity assessment and requirement*

2.14 The declared capacity/demand condition at aerodromes should be periodically reviewed in terms

ate, cooperation between  
aerodromes to satisfy the

**2.17 Aerodrome capacity should be assessed by aerodrome authorities in consultation with the parties involved for each component (terminal/apron/aircraft operations) using agreed methods and criteria for level of delays.**

2.17 Aerodrome capacity should be assessed by aerodrome authorities in consultation with the parties

occupancy time to a minimum. The airport collaborative

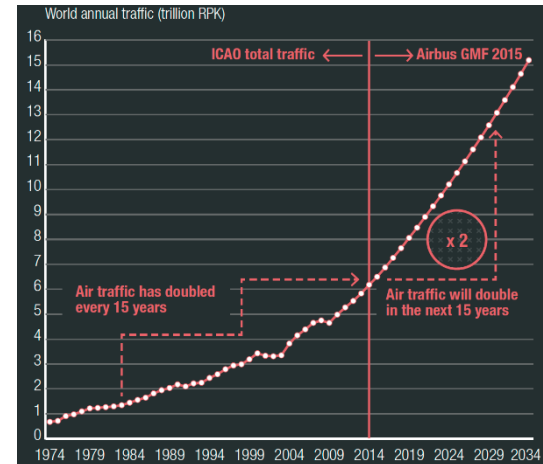
**2.13 When international aerodromes are reaching designed operational capacity, a better and more efficient utilization of existing runways, taxiways and aprons is required. Runway selection procedures and standard taxi routes at aerodromes should ensure an optimum flow of air traffic with a minimum of delay and a maximum use of available capacity. They should also, if possible, take account of the need to keep taxiing times for arriving and departing aircraft as well as apron occupancy time to a minimum. The airport collaborative decision making (A-CDM) concept should be implemented to improve airport capacity as early as possible.**

2.2  
in the vicinity into consideration.



# The Problem

- Demand grows faster than airport capacity. The lack of infrastructure has led to increased costs, saturation, delays, inefficiencies and loss of business opportunity and growth of regional air transport.
  - There is no regional mechanism, at the aerodrome level, to address the lack of capacity on time.
  - Lack of collaborative aerodrome planning mechanisms in some States.
  - Lack of regional specialists prepared in airport planning.
- Initiatives for a more efficient use of existing resources at aerodromes with capacity problems are carried out in an isolated and non-harmonized manner.
  - Lack of data and exchange of information between interested parties
  - Disconnection between airports and ANSPs





# Proposal



## The “now”



**A-CDM in the SAM Region  
ACIS implementation (B0/1)**

## “Tomorrow”



**Collaborative Airport Planning  
in the SAM Region**



PPRC/5 — WP/06

APPENDIX B



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INTERNATIONAL CIVIL AVIATION ORGANIZATION  
SOUTH AMERICAN REGIONAL OFFICE

PROJECT DOCUMENTATION

**BUSINESS CASE**

**Project:** A-CDM in the SAM Region – B0/1 ACIS implementation

**Release:** **\*\*DRAFT VERSION\*\***

**Date:** 30 May 2019

**PRINCE2**

**Author:** ICAO SAM AGA RO

**Owner:** GREPECAS

**Client:** SAM States

**Document Ref:** CAP-AGA-17-002

**Version No:** 1.10

**DECISION**  
PPRC/05/06

**NEW PROJECTS UNDER THE AERODROME F PROGRAMME FOR THE CAR AND SAM REGIONS**

**What:**

That in order to ensure the provision essential services in order to obtain a seamless air navigation services in the area of aerodromes,

a) the Meeting approve two new projects under the aerodrome programme:

Project F2: Aerodrome Planning; and  
Project F3: Airport CDM; and

b) the Coordinators of Programme F prepare document projects using as a reference those presented by the SAM Regional Office by GREPECAS/19, and projects be carried out in close coordination among both regions.

**Expected impact:**

- Political / Global
- Inter-regional
- Economic
- Environmental
- Operational/Technical

**Why:** According to Doc 9854, the main challenge to aerodrome operators will be to provide sufficient aerodrome capacity, while the challenge for the ATM system will be to ensure that all available capacity is fully and efficiently utilized. In order to provide aerodrome capacity, the Project will support States to ensure future capacity (planning) and fully and efficient use of current capacity (A-CDM).

**When:** GREPECAS/19

**Status:**  Valid /  Superseded /  Completed

**Who:**  States  ICAO  Other:

Coordinators of Programme F

# Approved by PPRC/5 Meeting

<https://www.icao.int/NACC/Pages/meetings-2019-pprc5.aspx>



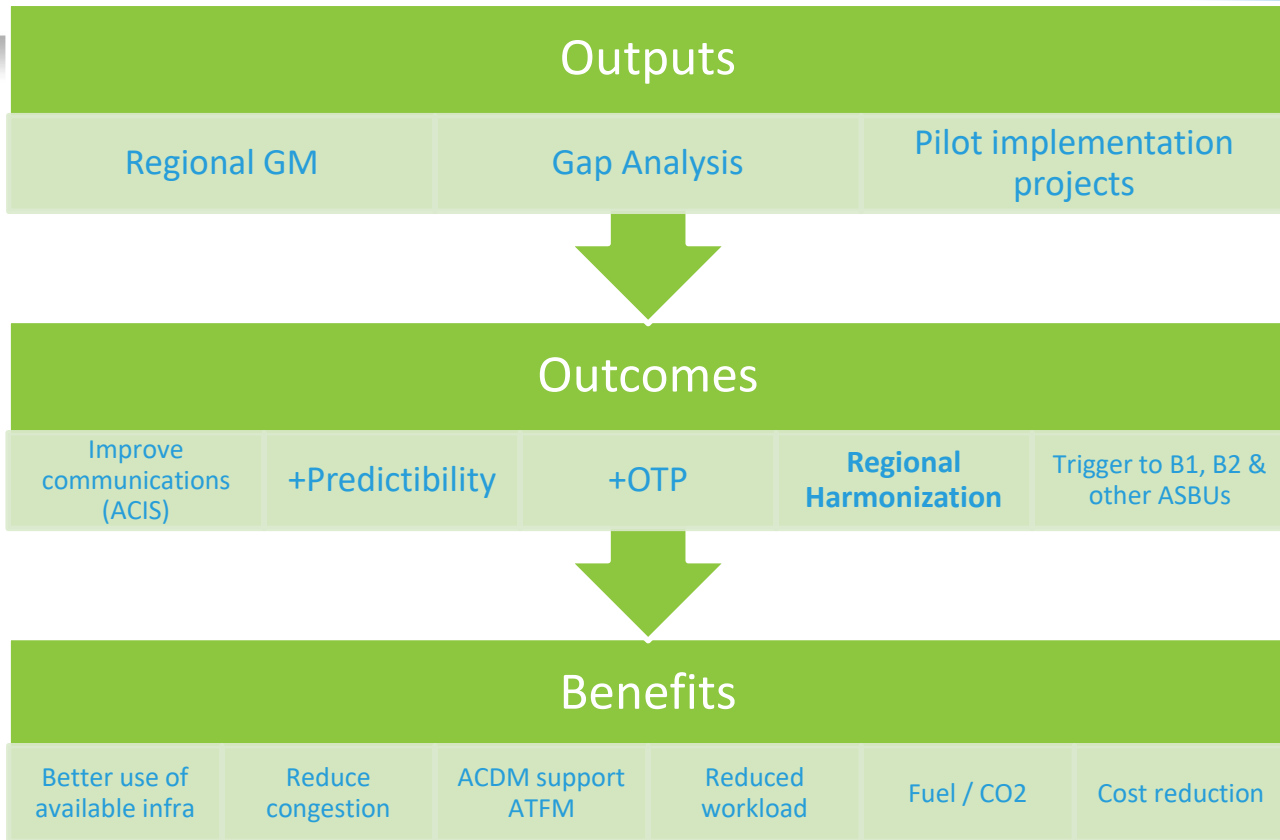
# A-CDM

- ✓ Project proposes to increase capacity in congested aerodromes by establishing a **plan to implement** the B0 / 1-ACDM element "Airport Collaborative Information Sharing" or ACIS.
- ✓ The main objective of this element is to generate an increase in situational awareness, encouraging better decision making within aerodromes, by exchanging relevant data from surface operations between the interested parties participating in the aerodrome operations (Aerodrome , ATC, Airlines, Ground Handlers).



# ACIS Enablers (GANP)

ENABLERS					
Enabler Category	Enabler Type	Enabler Name	Description / References	Stakeholders	Year
Operational procedures	Operations	Surface operation milestones procedure	Reference: Manual on Collaborative Air Traffic Flow Management (ATFM) ICAO Doc 9971	Airport operator ANSP Aircraft operator Ground handling agent	2013
Ground system infrastructure	Airport systems	ACIS system	A simple A-CDM dialog system to a more advanced A-CDM Information sharing platform (ACISP) to achieve A-CDM information sharing.	Airport operator ANSP Aircraft operator Ground handling agent	2013
Training	-	Training requirements for ACIS	Training in the operational standards and procedures	Airport operator ANSP ATM network function Aircraft operator Ground handling agent	2013
Operational procedures	Phraseology	ACIS Phraseology	Phraseology for the implementation of ACIS. References: Procedures for Air Navigation Services-Air Traffic Management (Doc 4444)	ANSP Aircraft operator	2013





## Scope: Top 5 SAM Aerodromes by traffic (2018)

Rank	State	City	Airport Name	Airport code	2018 Departures	2018 Passengers
1	Brazil	Sao Paulo	Guarulhos Intl.	SBGR	135307	38M
2	Colombia	Bogota	El Dorado Intl	SKBO	135018	30.9M
3	Peru	Lima-Callao	Jorge Chavez Intl	SPIM	91697	20.6M
4	Chile	Santiago	Arturo Merino Benitez Intl	SCEL	76773	21.4M
5	Panama	Panama City	Tocumen Intl	MPTO	69600	15.6M

Source: iStars & ACI



# General rules



Punctuality



Participation



No smoking



No cellphone



Coffee and Lunch Breaks

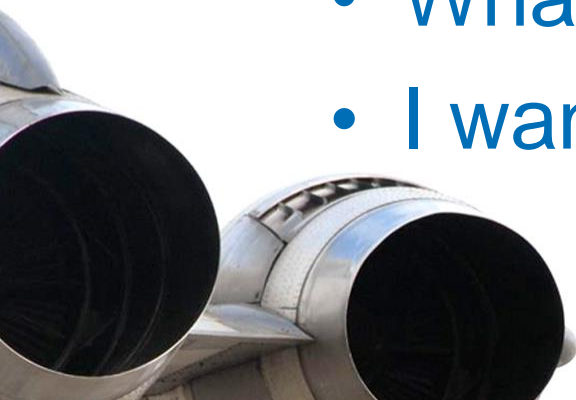


Networking



# Participants

- Who are you?
- Where do you work?
- What do you do?
- I want to take away...





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THANK YOU!