



ICAO SOUTH AMERICAN REGIONAL OFFICE

MNEMONIC NOTE PAPER – AGA03

Fourth Seminar/Workshop on the Implementation of Airports – Collaborative Decision Making (A-CDM) (Lima, Peru, 12-15 November 2019)	
Regional strategy for the implementation of ACDM in the SAM Region	<p>The Strategy designed regionally to implement ACDM is born from the identification of specific operational needs in the main connection centers of the SAM Region, which would obtain operational improvements that contribute to a better use of its resources and therefore greater capacity, through the implementation of Collaboration methods between operational partners at airports.</p> <p>This strategy can be represented by the following phases:</p> <ul style="list-style-type: none"> ✓ Phase 1, identification of regional needs regarding the implementation of operational measures at the airport level. ✓ Phase 2, transfer of knowledge and understanding of the problem, solutions and tools available at the global level (GANP) to address capacity problems at the airport level. ✓ Phase 3, capture of best practices and guidance material, for its adequate adaptation to regional needs and context, so that a common framework (ConOps) of implementation can be created. Identification of modules required at the Regional level to prepare an implementation route map ✓ Phase 4, initiate pilot projects of ACDM implementation according to the regional ConOps
Strategic objective of ICAO	<p>B- Air Navigation Capacity and Efficiency. ASBU B0-ACDM</p>
Activities held by the SAM Region on A-CDM	<ul style="list-style-type: none"> ✓ Lima, Peru, August 25-28, 2015: Seminar/Workshop on A-CDM implementation. The objective of this Seminar/workshop was that specialists from the different areas of air navigation, both from Civil Aviation Authorities and service providers, especially from the AGA and ATFM areas, acquire and exchange knowledge and skills on the collaborative decision making for the specific airport environment (A-CDM). ✓ Sao Paulo, Brazil, October 19-21, 2016: Second Seminar/Workshop on the Implementation of Collaborative Decision Making at the Airport (A-CDM) level. The objective of this workshop was to identify the main problems that could be addressed by the A-CDM, as well as knowledge transfer. 34% of respondents indicated that congestion on platforms and taxi-in / taxi-out times is the main problem to be served by A-CDM. 32% indicated that compliance

	<p>with itineraries / slots by airlines would be the main problem to be served by A-CDM</p> <p>✓ Lima, Peru, September 25-27, 2017: Third ICAO SAM Seminar/Workshop on A-CDM Implementation. The objective of this workshop was to present the advances in document 9971 Part III on the implementation of A-CDM, in order to promote harmonization and scalability of the concept in the SAM region to avoid non-harmonized implementations, which had already been implemented. started to implement without a guide or regional operations concept</p>																																				
<p>Current situation of the SAM Region on A-CDM implementation</p>	<p>In the region there are at least 5 identified airports that have initiated independent efforts to start the implementation of the A-CDM:</p> <ul style="list-style-type: none"> • Guarulhos, Brazil • Lima, Peru • Bogota, Colombia • Tocumen, Panama • Santiago, Chile <p>These airports were the main airports in the region by number of departures in 2017 (according to the ICAO iStars portal)</p> <table border="1" data-bbox="540 913 1354 1333"> <thead> <tr> <th>Country</th> <th>OACI</th> <th>IATA</th> <th>Name</th> <th>Departures 2017 (iStars)</th> <th>Runway</th> </tr> </thead> <tbody> <tr> <td>Colombia</td> <td>SKBO</td> <td>BOG</td> <td>Bogotá /El Dorado</td> <td>129,247</td> <td>2</td> </tr> <tr> <td>Brazil</td> <td>SBGR</td> <td>GRU</td> <td>São Paulo-SP/Guarulhos</td> <td>122,047</td> <td>2</td> </tr> <tr> <td>Perú</td> <td>SPJC</td> <td>LIM</td> <td>Lima-Callao/Jorge Chávez Intl</td> <td>83,366</td> <td>1</td> </tr> <tr> <td>Chile</td> <td>SCEL</td> <td>SCL</td> <td>Santiago/Arturo Merino Benítez</td> <td>69,224</td> <td>2</td> </tr> <tr> <td>Panamá</td> <td>MPTO</td> <td>PTY</td> <td>Panamá/Tocumen Intl.</td> <td>67,624</td> <td>2</td> </tr> </tbody> </table> <p>However, at the moment none has reported a complete implementation of the A-CDM according to the ICAO guidelines.</p>	Country	OACI	IATA	Name	Departures 2017 (iStars)	Runway	Colombia	SKBO	BOG	Bogotá /El Dorado	129,247	2	Brazil	SBGR	GRU	São Paulo-SP/Guarulhos	122,047	2	Perú	SPJC	LIM	Lima-Callao/Jorge Chávez Intl	83,366	1	Chile	SCEL	SCL	Santiago/Arturo Merino Benítez	69,224	2	Panamá	MPTO	PTY	Panamá/Tocumen Intl.	67,624	2
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<p>Objective of the meeting</p>	<p>The workshop aims to promote the implementation of the ACDM, both for airport operators such as ANSP and States, based on the Concept of Operations (under development) on ACDM for the SAM Region.</p> <p>Promote the implementation of a collaborative platform for the exchange of information at the airport level (ACIS) as a basic element of the B0-ACDM and its consequent connection to the ATFM.</p> <p>Urge the airports with the highest traffic to be part of an A-CDM pilot project.</p>																																				

<p>Meeting nature</p>	<ul style="list-style-type: none"> ➤ Presentations by subject matter experts and stakeholder representatives (IATA, ACI, CANSO) ➤ Presentations of current experiences by identified airports. ➤ Work tables to exchange experiences and agree parameters in common. ➤ Preparation of pilot plans and monitoring mechanisms.
<p>Competences to be generated by this meeting</p>	<p>Participants are expected to obtain competencies to be able to serve as coordinators for each of the pilot projects for the implementation of A-CDM at the selected airports.</p>
<p>Participants' profile</p>	<ul style="list-style-type: none"> ✓ Aerodrome air traffic controllers with experience in high traffic aerodrome operations (26 or more movements per hour of mid-point per runway or 35 or more total movements per hour of mid-point at the aerodrome). ✓ Air traffic controllers belonging to ATFM units in their States. ✓ Personnel in charge of the operational management of airports and/or operational control centers ✓ CAA staff responsible for the implementation of national air navigation plans and/or operational measures related to air navigation capacity and efficiency ✓ AAC aerodrome inspectors with experience in operational management of aerodromes
<p>Next steps for the development of the strategy</p>	<ul style="list-style-type: none"> ✓ Completion of pilot projects with the implementation of the A-CDM. ✓ Incorporation of A-CDM into ATFM. ✓ Extension of the A-CDM to other airports and States
<p>Actualización del marco Regional</p>	<p>With the creation of the A-CDM ConOps, it is proposed to incorporate in Volume III of the Regional Air Navigation Plan those airports that will implement A-CDM</p>
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