Agenda Item 5: Other Business

IMPLEMENTATION OF A-CDM IN THE SÃO PAULO - GUARULHOS INTERNATIONAL AIRPORT

(Prepared by BRAZIL)

SUMMARY	
This information paper informs the Meeting about Implementation of A-CDM in the São Paulo - Guarulhos International Airport.	
References: - ICAO Doc 9971, Manual on Collaborative Air Traffic Flow Management.	
ICAO strategic objectives	B – Air navigation capacity and efficiency.

1. Background

1.1 The Airport Collaborative Decision Making (A-CDM) concept aims to improve operational efficiency, predictability and punctuality of flights, both in the Air Traffic Flow Management (ATFM) and in the processes of arrival, turn-round operations and departure performed at an airport. To achieve this goal, the sharing of operational information among partners (Network Operations - NO, Air Traffic Control - ATC, Aircraft Operator - AO, Ground Handling - GH and Airport Operations - AOC) is essential in a collaborative manner.

1.2 For this, there is a platform called A-CDM Information Sharing Platform (ACISP). It receives, handles operational information from various data sources and presents this information in a structured way to A-CDM partners.

1.3 The implementation of the A-CDM concept in Guarulhos was an initiative of the Airspace Control Department (DECEA). Through the Air Space Control System Implementation Commission (CISCEA), DECEA was responsible for the execution of this very important project. In 2018, an agreement was signed among the main stakeholders, declaring the parties' commitment to the success of this undertaking.

1.4 The Saipher ATC, a company that manufactures the system in use at the Control Tower of São Paulo International Airport, in Guarulhos, and other Brazilian airports, was contracted to supply the ACISP module and the Pre-Departure Sequence (PDS), which will generate an intelligent aircraft sequencing for the Control Tower controller.

1.5 The Air Navigation Management Center (CGNA) is Network Operations (NO) and will be able to carry out flow management measures such as Minimum Departure Interval (MDI) and Ground Delay Program (GDP) remotely for specific flights through the Platform.

2. Analysis

2.1 As growth in air traffic increases, airport capacity will be a significant constraining factor and such initiatives as A-CDM will play an important part in helping to utilize current capacity more effectively.

2.2 The implementation of A-CDM transforms the way flights are authorized by the Control Tower. The current operation works in a reactive manner ("first come, first served"), that is, flights for push back and / or activation are released when they declare themselves ready. With A-CDM, the procedure is different ("best planned, best served"). The Control Tower constantly manages, updates and presents a flight pre-departure list based on the target times when the Aircraft Operators (AO) or Ground Handlers (GH) informed that they would be ready (TOBT – Target Off -Block Time).

2.3 Therefore, all Aircraft Operators (AO) that operate flights at the São Paulo International Airport, in Guarulhos, must submit, in advance, to the ACISP platform, the Target Off Block Times (TOBT) for flights departing from the airport.

2.4 The Implementation Project was structured in 3 phases:

a) The first phase consisted of the validation of the ACISP module and was completed in July 2020;

b) The second phase referred to the PDS module, completed in late October 2020; and

c) The third and final phase comprises the study of the indicators and results generated by the A-CDM, so it will start on **November 5, 2020** when the A-CDM concept will be officially implemented.

2.5 Before the definitive activation of the A-CDM concept, an operational validation step called Endurance was created, in which the system and operational processes were tested and adjusted extensively.

3. Suggested action

3.1 The Meeting is invited to take note of this information paper.

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