



International Civil Aviation Organization

The Third Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/3)

Singapore, 10 – 14 March 2014

Agenda Item 5: Development of Regional ATFM Framework

AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

(Presented by IATA)

SUMMARY

This paper presents an overview of IATA's 2013 Airport Collaborative Decision Making (CDM) Project and recommends adoption of the EUROCONTROL A-CDM manual as Regional guidance together with a minimum set of milestones and terminologies as a regional expectation.

1. INTRODUCTION

1.1 During 2013 IATA successfully conducted a series of five Airport CDM workshops in Singapore, Beijing, Shanghai, Haneda and Narita. The objective of the workshops was to increase understanding of A-CDM, its benefits and to foster harmonization of terminology and processes.

1.2 The material utilized for the workshops was developed using the EUROCONTROL A-CDM Implementation Manual version 4. This manual was developed originally by EUROCONTROL with inputs from ACI and IATA.

1.3 The EUROCONTROL A-CDM Manual appears to be commonly used and widely accepted by both airports and ANSPs as the predominant guidance when considering A-CDM development and implementation:

<http://www.EUROCONTROL.int/publications/airport-cdm-implementation-manual-version-4>

2. DISCUSSION - APAC Regional Harmonization for CDM/A-CDM

2.1 At various forums the need for regional harmonization systems, procedures and terminologies had been identified as an important enabler of Seamless operations.

2.2 From a User perspective this is even more critical, as pilots will interface with multiple systems, at multiple locations, in multiple states and should, rightly, expect common interface protocols and terminology. A set of common operational requirements reflecting the common need of aircraft operators especially in turnaround and start-up procedures in Airport CDM locations will facilitate the harmonization process globally.

2.3 We recognize that the complete/full implementation of the EUROCONTROL A-CDM Manual processes and recommendations might overcomplicate the implementation of Airport CDM in the region. It is recommended that states take a "fit for purpose" view of the recommendations and tailor programs to suit local operating conditions.

2.4 Collaboration with all stakeholders is the key to success and while recognizing that more work is needed to determine the common set of operational requirements, IATA recommends the implementation of the following milestones and terminology (as a minimum) as the basis for a robust harmonized and efficient Airport CDM:

What	How	Who
Estimated Landing Time	Actual Take Off Time from Departure Port Inflight Info	ATC Aircraft Operator
Actual Landing Time	Inflight Info	ATC
Estimated In Block Time	Actual Take Off Time	ATC
Actual In Block Time	Actual Landing Time	Aircraft Operator
Target Off Block Time	Actual In Block Time	Airport Operator
Target Take Off Time	Actual Landing Time Actual In Block Time	ATC
Target Start-up Approval Time	Target Off Block Time	ATC
Boarding	Actual In Block Time In flight Information	Airport Operator
Actual Off Block Time / Actual Start Up Approval Time	Target Off Block Time/ Target Start Up Approval Time	Airport Operator/ Aircraft Operator
Actual Take Off Time	Actual Off Block Time/ Actual Start Up Approval Time	ATC

2.5 It must be acknowledged that there are current differences between this EUROCONTROL manual and the FAA “Surface Collaborative Decision Making” program – essentially both are aiming at similar objectives but with some key differences in terminology and process. The differences between the USA and Europe models are not easy to align due to the differing organizational and strategic regulations. Neither are the differences easy to be eliminated in the near term. However, it is desirable to achieve a common set of key procedures for Airport CDM milestones during the initial implementation stage in the interest of involved partners.

2.6 Further some implemented systems at airports around the world and in the region may not, currently, directly follow the EUROCONTROL A-CDM Implementation Manual version 4. Global harmonization of Airport CDM (at minimum key terminology and process) is important to ensure synergy with other airports globally and the adoption of best practices which will facilitate future interoperability among the various variation of Airport CDM models.

2.7 In the interests of APAC harmonization supporting seamless operations in the region, it is proposed that the APAC Region adopt the EUROCONTROL A-CDM Implementation Manual Version 4 (and subsequent amendments) as the regional guidance material for Airport CDM.

3. ACTION BY THE MEETING

The meeting is invited to:

- a) note the information contained in this paper; and
- b) Decide whether to recommend the adoption of the EUROCONTROL A-CDM manual version 4 as the Regional guidance document for implementation of Airport CDM programs.
- c) Agree to adopt the minimum milestones and terminology recommended in 2.4 as regional expectations for A-CDM programs.

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