International Civil Aviation Organization
Western and Central African Office

Eleventh Meeting AOP Sub-Group (AOP SG/11)
(Dakar, Senegal, 3 to 7 August 2015)

Agenda Item 2: Review of outcome of the APIRG Extraordinary Meeting

AAO PROJECTS AND PROJECT TEAMS

(Presented by the Secretariat)

SUMMARY

This working paper proposes the identification and formulation of projects under the AAO Sub-Group, from the ASBUs prioritized by APIRG/19 and Regional Performance Objectives.

Action by the meeting is at **paragraph 3.**

REFERENCES

- APIRG/19 Report
- APIRG/EO Report
- ICAO ASBU Methodology

This Working Paper is related to Strategic Objectives: **A, B & E**

1. INTRODUCTION

1.1 The Meeting should recall that the Twelfth Air Navigation Conference (AN-Conf/12) under Recommendation 6/1–Regional performance framework–planning methodologies and tools, inter alia, requested States and PIRGs to focus on implementing the ICAO Aviation System Block Upgrades (ASBUs) Block 0 Modules according to their operational needs, recognizing that these modules were ready for deployment.

1.2 ICAO ASBUs Block 0 include Airport Collaborative Decision Making (A-CDM) which is a concept aiming at improving Air Traffic Flow and Capacity Management (ATFCM) at airports by reducing delays, improving the predictability of events and optimizing the utilization of resources.

1.3 Implementation of A-CDM can enhance surface operations and safety by making airspace users, ATC and airport operators better aware of their respective situation and actions on a given flight. Through collaborative procedures, comprehensive planning and pro-active action, implementation of A-CDM can also see a major reduction in on-ground and in-air holding of aircraft thereby reducing fuel consumption and also reduction of noise and air pollution in the vicinity of airports.

1.4 A-CDM is a set of improved processes supported by the interconnection of various airport stakeholders' information systems. It includes application designed to "Implement collaborative procedures that will allow the sharing of surface operations data among the different stakeholders at the airport".

1.5 At its 19th Meeting in Dakar, Senegal from 28 to 31 October 2013, the APIRG/19 discussed the alignment of the Regional Air Navigation System Implementation Plan with the ASBU Methodology. In this regard, the APIRG/19 Meeting agreed that, within the ASBU framework, due consideration should be given to planning, implementation, monitoring and reporting aspects. Furthermore, project management principles should be applied by the APIRG and contributory bodies for ASBUs, as necessary.

1.6 The Extraordinary Meeting of APIRG (APIRG/EO) was convened in Lusaka, Zambia, 10-11 July 2014. Amongst others, the Group agreed on changes in its organizational structure and working methods, and accordingly the Decision EO/01: *Reorganization of APIRG*. Key developments in the changes include the following:

(a) Significant reduction of subsidiary bodies
(b) Establishment of project approach to implementation which features
a. Projects
b. Project Teams
(c) Revision in the procedures (APIRG Handbook) for participation in the activities of the Group, with increased focus on improved utilization of existing expertise.

2. DISCUSSION

2.1 The meeting should note that A-CDM is not just a system, hardware or software, meeting or telephone call; it involves culture change, handling of sensitive data, procedural changes and building confidence and understanding of each partners operational processes. With the help of airport stakeholders the European airport CDM concept has matured significantly over the years from a high level concept into a process that is delivering real operational benefits.

2.2 EUROCONTROL has developed and performed trials of a number of Airport CDM elements and is currently proactively encouraging European airports to implement A-CDM locally. The EUROCONTROL Manual on Airport CDM Implementation (version, April 2012), which is available at: https://www.eurocontrol.int/publications/airport-cdm-implementation-manual-version-4 provides a detailed guidance on A-CDM implementation.

2.3 The ICAO Doc 9971 and EUROCONTRO Manual on Airport CDM Implementation (version 4, April 2012) suggest the following A-CDM implementation concept elements:

a) Information Sharing
b) Milestone Approach
c) Variable Taxi Time
d) Pre-departure Sequencing
e) Adverse Conditions
f) Collaborating Management of Flight Updates

Benefits

2.4 Airport operators – A-CDM improves the efficient use of stands/gates and increase airport capacity.

2.5 Aircraft operators – A-CDM will help them reduce surface movement costs due to lower fuel consumption as a result of reduced taxiing and runway end holding times, also reducing environmental impact.

2.6 Ground handling service providers – A-CDM will make data available more in advance, permit better planning of tasks, and improve, inter alia, awareness of aircraft status on the ground, thus reducing delays.

2.7 Air traffic service providers – A-CDM can improve flow control and increase airspace capacity.

2.8 Air traffic controllers – A-CDM can assist in the development of runway improvements and capacity planning.

2.9 Passengers – Passengers will also obtain significant benefits since it will improve punctuality, increase customer satisfaction, reduce lost connections, and they will have better information and service when incidents occur.

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2.11 The Extraordinary Meeting of APIRG (APIRG/EO) was convened in Lusaka, Zambia, 10-11 July 2014. Amongst others, the Group agreed on changes in its organizational structure and working methods, and accordingly the Decision EO/01: Reorganization of APIRG. Key developments in the changes include the following:

a) Significant reduction of subsidiary bodies

b) Adoption of project approach to implementation which features

I. Identification of Projects

II. Establishment of Project Teams

c) APIRG Handbook, revision in the procedures for participation in the activities of the Group, with increased focus on improved utilization of existing expertise.

2.12 The Extraordinary meeting of APIRG noted that the Projects will be derived from ASBU methodologies and the agreed regional performance objectives adopted by APIRG. These projects will be carried out by teams of experts provided by States and concerned international organizations. The Group also agreed that Project Teams may carry out one or more projects and may either report directly to APIRG or to the Sub-Groups depending on the nature of the project.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information of this working paper;
b) identify a number of AFI international airports for implementation of A-CDM taking into account some elements related to A-CDM (apron management, ATM-aerodrome coordination, declared terminal and runway capacity, etc.);
c) Identify projects from the Regional Performance Objectives: existing tasks and activities within the framework of APIRG as well as ASBUs modules as prioritised by APIRG/19.
d) Consider identification of any Projects within the context of Annex 14 provisions including the following:

	PROPOSED PROJECTS	RELATED CURRENT ACTIVITY	REMARKS
1	**Aerodrome operations**		
2	**Aerodrome Certification**		
3	**Aerodrome Maintenance**		
4	**Aerodrome Rescue and Firefighting Systems (RFFS) emergency planning (AEP)**		
5	**Wildlife management**		
6	**Obstacle limitation and removal**		
7	**Airport SMS Implementation**		
8	**Runway Safety**		