A-CDM in the MID Region

Adel Ramlawi

Regional Officer, Aerodromes
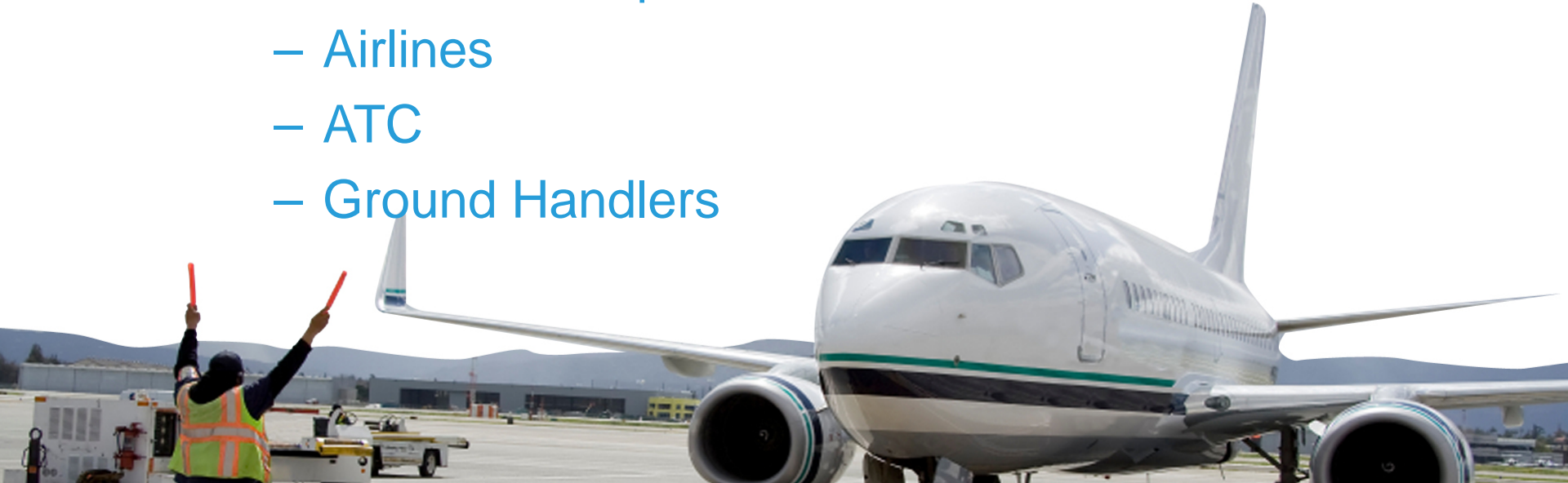*ICAP MID Regional Office*

Bahrain, 11 October 2015

A-CDM

- The implementation of Airport Collaborative Decision Making (A-CDM is being actively encouraged by ICAO and the sector organizations for airports (**ACI**), airlines (**IATA**) and ATC (**CANSO**)

Stakeholders

- – Aerodrome Operator
- – Airlines
- – ATC
- – Ground Handlers

Benefits

- **Airport** operators – ACDM improves the efficient use of stands/gates and increase airport capacity.

- **Aircraft** operators – ACDM 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.

- **Ground handling** service providers – ACDM 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.

Benefits (cont.)

- **Air traffic service providers** – **ACDM can improve flow control and increase airspace capacity.**

- **Air traffic controllers** – **ACDM can assist in the development of runway improvements and capacity planning.**

- **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.**

AVIATION SYSTEM BLOCK UPGRADES (ASBUs)

- The ASBU Modules and Roadmaps form a key component to the Global Air Navigation Plan (GANP) noting that they:

  will continue to evolve as more work is done on refining and updating their content and in subsequent

  development of related provisions, support material and training.

MID Air Navigation Strategy

- The MID Air Navigation Strategy has identified the following eleven modules as the priority 1 ASBU Block 0 to be implemented in the MID Region:
  (B0-APTA, B0-CDO, B0-CCO, B0-FRTO, B0-NOPS, B0-DATM, B0-AMET, B0-SURF, B0-ACDM, B0-FICE, and B0-ACAS).

- B0-ACDM (Improved Airport Operation through Airport-CDM) is a priority one ASBU module in the MID Air Navigation Strategy.

- Implementation of A-CDM will 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

A-CDM in the MID Region

State	City/ Aerodrome Location Indicator	Apron Management	ATM-Aerodrome Coordination	Terminal & runway capacity declared	Action Plan	Remarks
1	2	3	4	5	6	7
BAHRAIN	Bahrain/Bahrain Intl (OBBI)	N	N	N		
EGYPT	Cairo/Cairo Intl (HECA)	N	N	N		
IRAN	Tehran/Mehrabad Intl (OIII)	N	N	N		
KUWAIT	Kuwait/Kuwait Intl (OKBK)	N	N	N		
OMAN	Muscat/Muscat Intl (OOMS)	N	N	N		
QATAR	Doha/Doha Intl (OTBD)	N	N	N		
QATAR	Doha/Hamad Intl (OTHH)	N	N	N		
SAUDI ARABIA	Jeddah/King Abdulaziz Intl (OEJN)	N	N	N		
	Riyadh/King Khalid Intl (OERK)	N	N	N		
UAE	Abu Dhabi/Abu Dhabi Intl (OMAA)	N	N	N	2017	
	Dubai/Dubai Intl (OMDB)	N	N	N	2016	
	Dubai/Al Maktoum Intl (OMDW)	N	N	N	2017	
Percentage		0	0	0		