



الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY

A-CDM

A REGULATORS PERSPECTIVE

Presented by

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رؤيتنا: منظومة طيران مدني آمنة ورائدة ومستدامة
OUR VISION: A LEADING, SAFE, SECURE AND SUSTAINABLE CIVIL AVIATION SYSTEM

SCOPE

- **What is A-CDM**
- **Why A-CDM**
- **A-CDM in the UAE**
- **Regulator Actions**





WHAT IS A-CDM

Common sense applied on a daily basis

A concept requiring culture change & a proven set of procedures

Sharing of information to create a common airport view

Acting on shared information to improve decisions

About people not technology

Bringing benefits to all airport partners

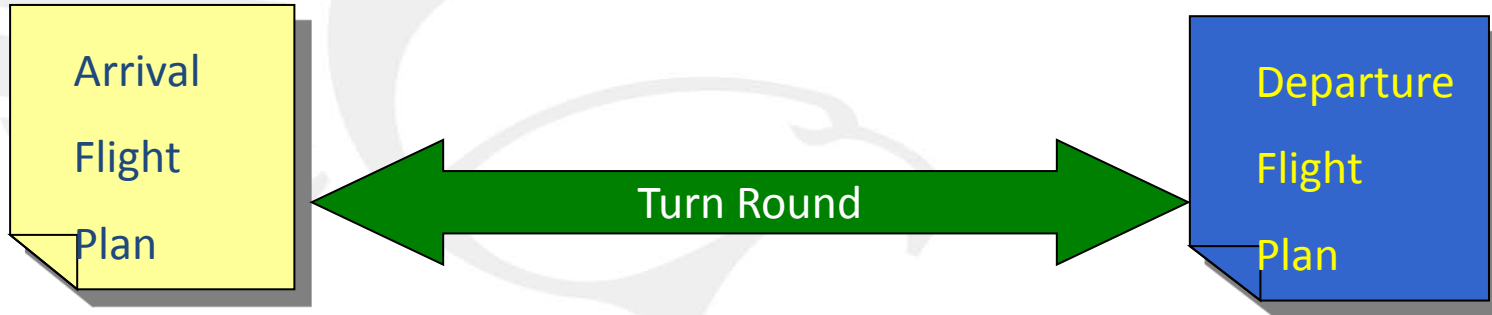
WHY A-CDM

- Traffic growing – efficiency required
- A-CDM - More than just the significant local benefits – Regional and Global enhancement
- Pre-requisite for DMAN, DMET
- There is no way to successfully implement any form of regional ATFM without accuracy and predictability
- ICAO ASBU - Consistent A-CDM implementation at all major airports

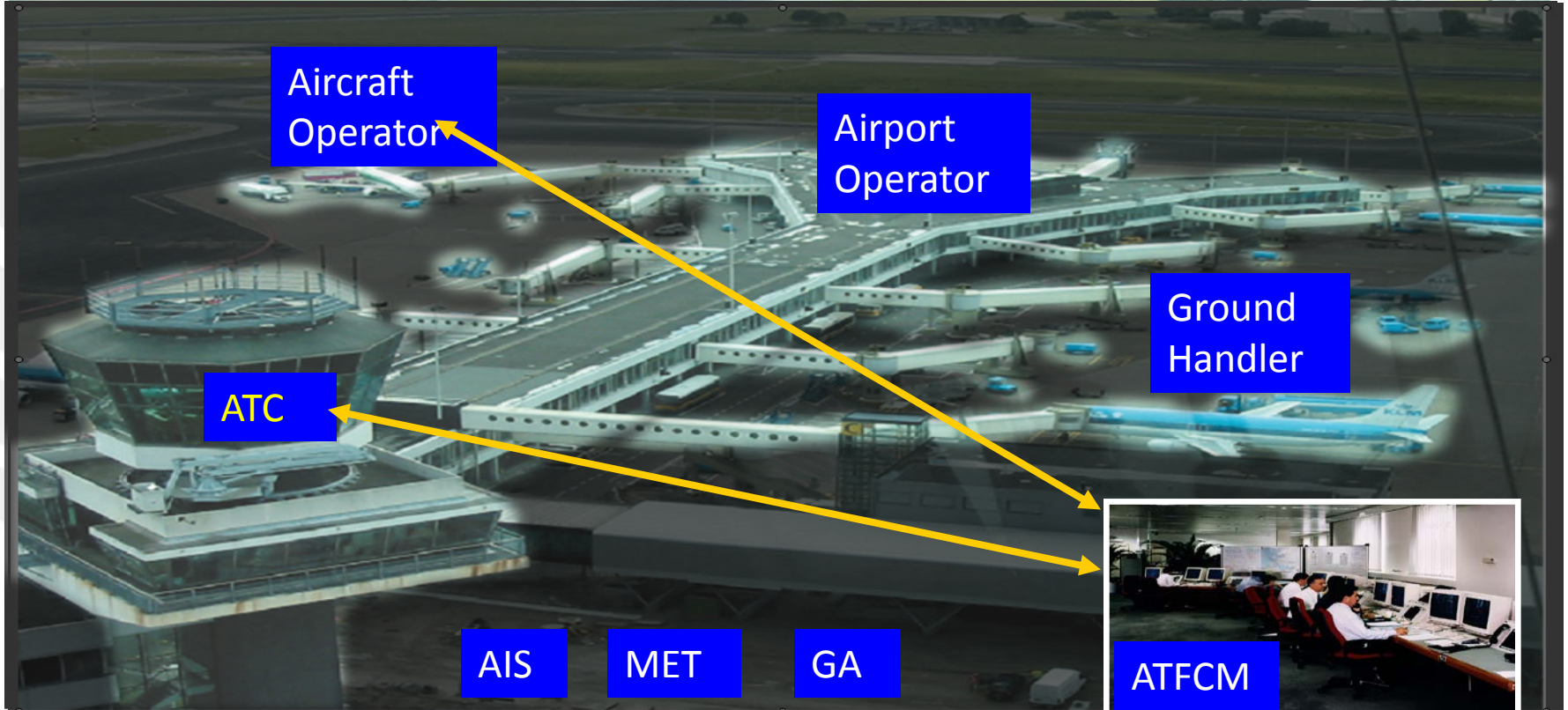


A-CDM IN THE UAE

- GCAA recognized the importance of A-CDM and prioritized the implementation at 3 major airports:
 - Dubai
 - Dubai World Central
 - Abu Dhabi
- The prioritization was done in conjunction and collaboration with the ATM stakeholders, which includes the operators, airports and ANSP's.



A-CDM PARTNERS



THE ROLE OF THE REGULATOR

- Regulate Civil Aviation activities to achieve safe and secure civil aviation systems
- Ensure adherence to the regulatory requirements / certification / authorizations / approvals through effective over

BUT IS THIS THE ONLY ROLE FOR THE REGULATOR TO PLAY ?

WILL THIS FACILITATE ATM DEVELOPMENTS – (A-CDM) ?

- The regulator should facilitate the development of ATM (which includes A-CDM) enhancements and technologies through the following:
 - 1. Through introducing policies and regulations that will accommodate such developments for ATM stakeholders
 - Example 1 : The airspace policy which was published and included a clear statement that the UAE will be implementing ASBU modules – including A-CDM concept.
 - Example 2: The UAE ATM strategic plan which was published and includes timelines and priorities for implementing A-CDM

➤ 2. Collaboration with international / regional organizations

By:

- Participating at ICAO Panels and working groups to allow your industry to shape global developments
- Host seminars and workshops to provide opportunity for awareness and training
- Share and exchange practices with international / regional partners to accommodate lessons learnt within your national plans



THE ROLE OF THE REGULATOR



- 3. Fostering National plans through establishing technical / advisory committees
 - Example 1: National Airspace Advisory committee / National ATC Technical committee / National AIM technical committee / National CNS technical committee
 - Example 2: Established an Internal UAE A-CDM work group under the National Airspace Advisory Committee (NASAC)

Note: the above committees are all facilitated by GCAA regulator and consists of all ATM stakeholders including ANSPs , airports and operators with the aim of developing national plans.

REGULATOR ACTIONS

- **CURRENT**
 - Provide Guidance to the UAE A-CDM work group
 - Report Implementation progress to ICAO MID
 - Continue support to the ICAO A-CDM work group
- **FUTURE**
 - Produce A-CDM Implementation Guidance (GM) based on the ICAO A-CDM Manual
 - Report Implementation progress to ICAO MID
 - Ensure A-CDM status published in the UAE AIP as applicable
 - Ensure sufficient training to Organizations in order to facilitate the implementation of A-CDM
 - Ensure GCAA Inspectors are trained in order to provide efficient oversight



THANK YOU

