

CONTRIBUTION OF THE AIRPORT OPERATOR ON A-CDM

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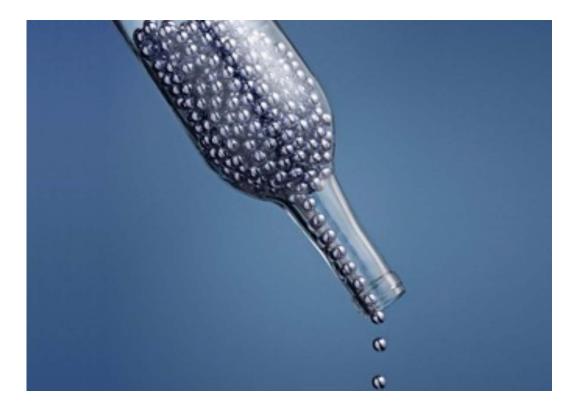
ICAO MID Regional Officer for Aerodromes and Ground Aids (AGA)

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Non CDM Airport

- traffic movements prediction at the airports?
- information on the flight status?
- quality of time estimates related to ground operations?





CDM Airport

 Through transparency and the availability of more truthful information predicting events at an earlier stage, Airport CDM aims to improve capacity and efficiency at airports.

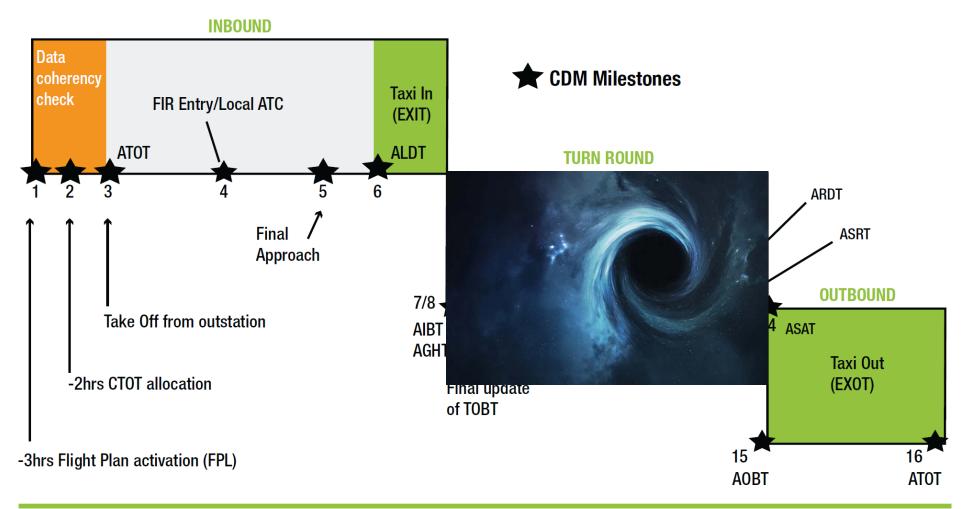
Major Challenge:

 To share more accurate information with all other airport partners in a more timely manner.





Airports & ATM Connection

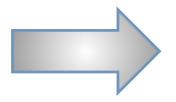


Source: ACDM Implementation Manual (EUROCONTROL/CANSO/ACI)



Airports : What should we shared and with whom?

- Stand and gate allocation
- Environmental Information
- Changes in Airport Capacity
- Information related to Milestone 1
- Airport infrastructure and landside information



• All partners



Airport Operator & Milestone 1



Flight Plan vs Airport DATA

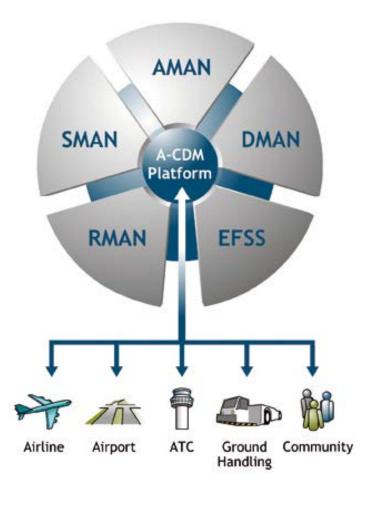
E-DPI: The flight has been authorized to operate from the airport, and, for coordinated airports, has a valid **airport slot**

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Airport CDM Platform

- The objective of this platform is to give decision-making support based on real-time information.
- However, it is to be highlighted that a common Airport CDM platform is only a supporting tool. Procedures and processes are the core of Airport CDM.



DMAN	Arrival Manager Departure Manager	Electronic Flight Strips Surface Manager
RMAN	Resource Manager	



Public benefits

DEPARTU	RES	ARRIVALS			
	DESTINATION		тен	STATUS	тме
7:30 AM	ATL	DL-2278	A3	ON TIME	7:35 AM
8:35 AM	BWI	WN-3932	C4	ON TIME	8:42 AM
8:40 AM	MDW	WN-632	C1	ON TIME	8:45 AM
8:56 AM	ATL	DL-2256	A7	Scheduled	9:10 AM
9:30 AM	MIA	MQ-3639	C7	Scheduled	9:50 AM
9:45 AM	CLT	US-1924	C10	Scheduled	9:55 AM
9:55 AM	MEM	FX-825	C1	Scheduled	9:59 AM

View All Flights



Websites

Terminals



Off-block times : Communication !





Where is Flight XXxx ETA!!! = xx:xx ?



Off-block times

• Improved **TOBT** and **TSAT** improve the predictability and accuracy of the off-block times and therefore help the Airport Operator to optimize the **management of stands and gates**.







Adverse conditions: Reduced Capacity

Inform the other partners about:

- snow removal,
- upcoming construction works,
- security issues,
- special events
- airport capacity reduction
- Unplanned runway closure or weather change
- Unplanned change of Airside Activities (e.g. work construction/de-icing duration)





Adverse conditions: De-icing and pre-departure sequence

- De-icing is performed on stand ?
 > (impact on TOBT)
- Remote de-icing?
 - > (impact on TSAT and TTOT)





Adverse conditions : A-CDM Coordinator role and A-CDM cell

- Monitoring of predicted or actual alert levels
- Coordinating the activation of special procedures as well as actions and decisions
- Airport CDM cell formed by representatives from all airport partners and collaboratively make high-level decisions about how to make best use of the available capacity





