ICAO UNITING AVIATION

CONTRIBUTION OF THE AIRPORT OPERATOR ON A-CDM

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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?

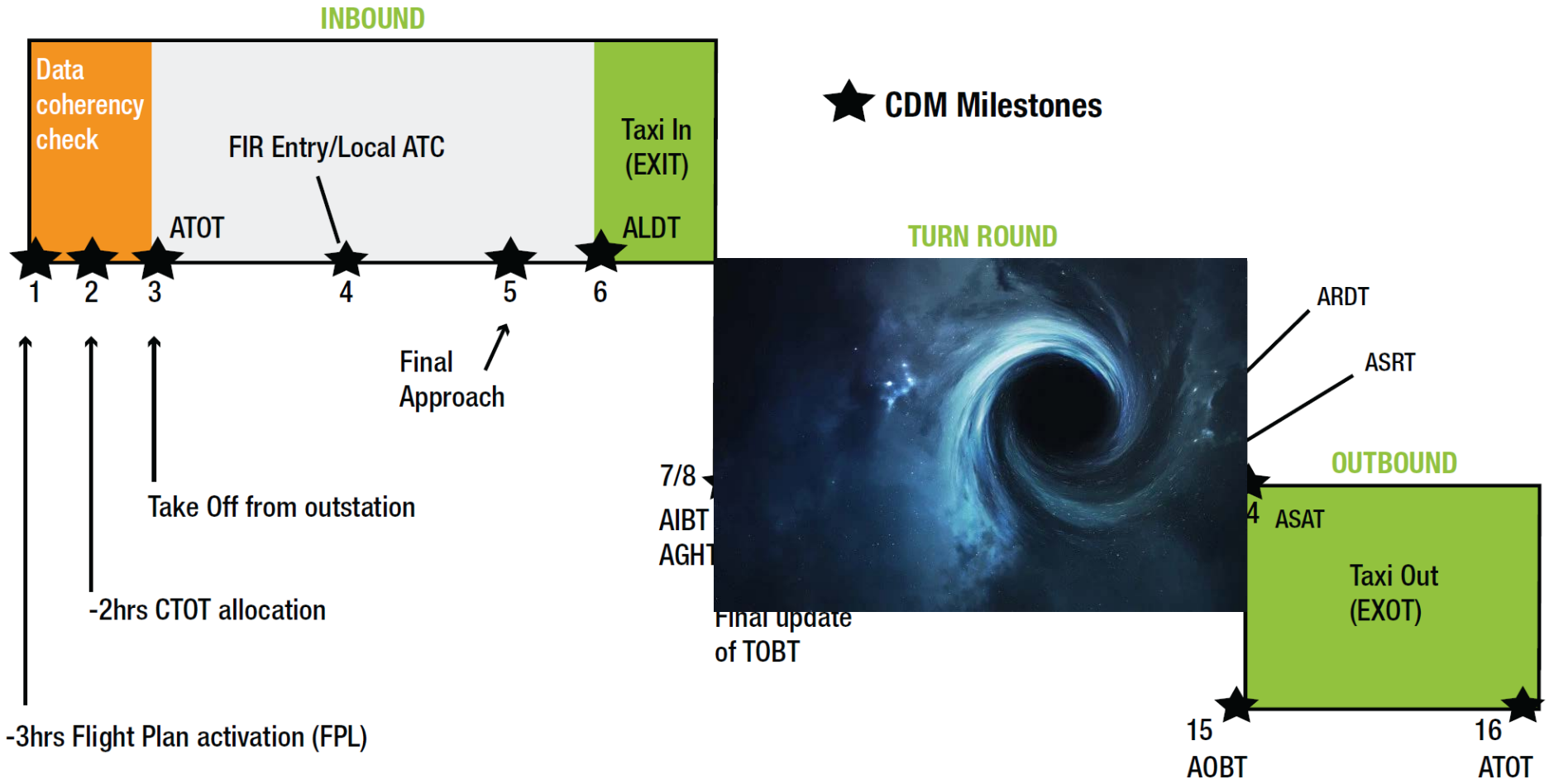
CDM Airport

- 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**.

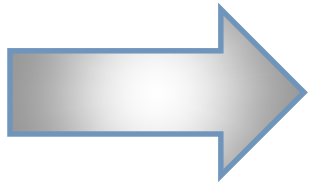
Airports & ATM Connection



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

Airports : What should we shared and with whom?

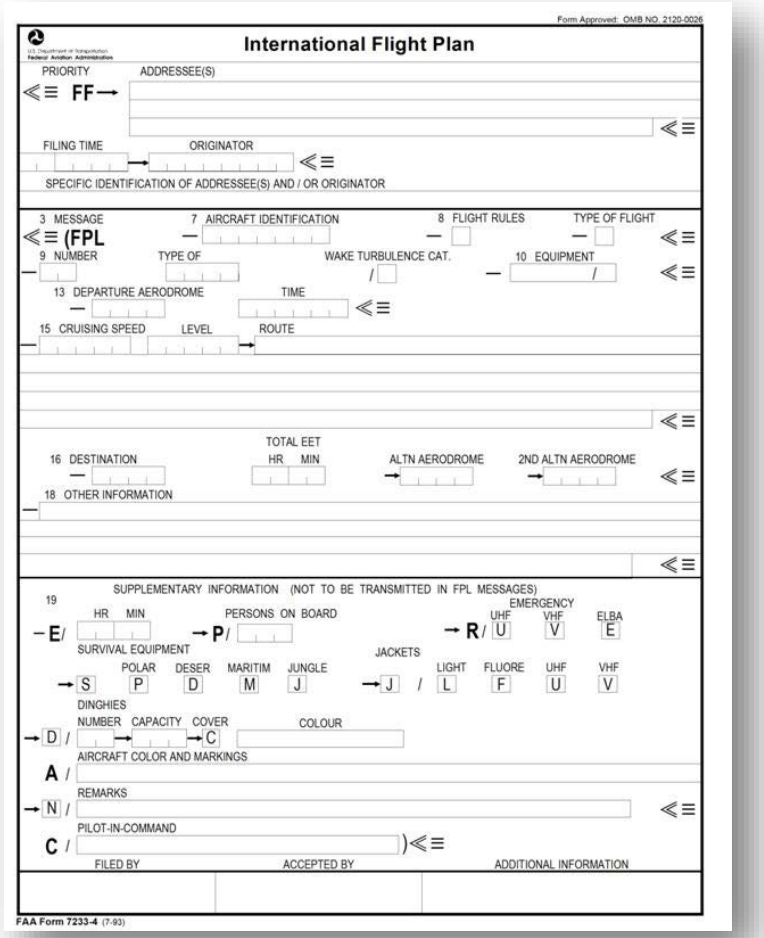
- Stand and gate allocation
- Environmental Information
- Changes in Airport Capacity
- Information related to Milestone 1
- Airport infrastructure and landside information



- All partners

Airport Operator & Milestone 1

Flight Plan vs Airport DATA

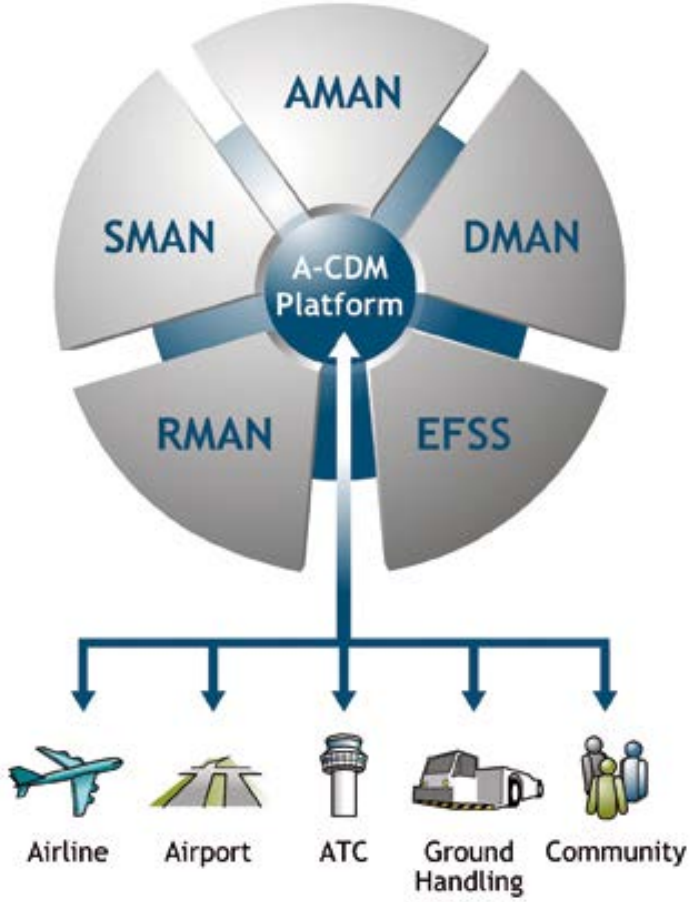


E-DPI: The flight has been authorized to operate from the airport, and, for coordinated airports, has a valid **airport slot**

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.



Public benefits

DEPARTURES ARRIVALS

DEPARTURE	DESTINATION	FLIGHT	TER	STATUS	TIME
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**

Thank you for your Attention