

Supporting
European
Aviation



ICAO/ACAO A-CDM workshop

A-CDM Partners

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20th October 2019



NETWORK
MANAGER



A-CDM – What is it?

Operational Airside process

Involves all partners

Follows the aircraft turnaround

Brings more transparency

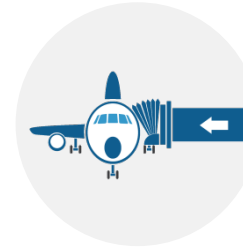
Improves overall efficiency



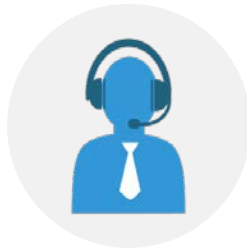
A-CDM – Main Partners



Network
Operations



Airport
Operations



Air Traffic
Control



Aircraft
Operators



Ground
Handling

Foundation for Airport CDM



The **right** information

To the **right** people

At the **right** time

A-CDM – Information Sharing



Airport Operator

Network Operations

Aircraft Operator

ATC

Ground Handler

Other service providers



Single Platform

Role – Airport Operator



Responsible for:

Providing airport schedule information

Airport Slot data

Reduction in airport capacity

Special Events

Providing stand and gate planning/allocation

Overall coordination of the A-CDM process during implementation and operations, including monitoring of performance of CDM operations



Benefits – Airport Operator

Increased Departures and Arrivals punctuality and airport slot adherence

Efficient use of infrastructure i.e. stands & gates

Accelerated operational recovery in adverse conditions or other disruptions

Reduced environmental nuisance e.g. emissions and noise



Role – Ground Handler



Responsible for:

Providing an accurate TOBT in coordination with the airline OCC, and local rules published in relevant documentation.

Ensuring the flight crew is aware of the TOBT

Ensuring the aircraft is ready for departure at TOBT

Updating flight data, ie a/c regn

Aircraft movement data

Updating turnaround times



Benefits – Ground Handling

Enhanced punctuality of operations

Maintaining Service Level Agreements

Optimised resource management



Role – Aircraft Operator



Responsible for:

Providing the Flight Plan and any subsequent updates, i.e. DLA/CHG messages in coordination with the airline OCC, and local rules published in relevant documentation.

Providing an accurate TOBT directly via the OCC, or in coordination with a Ground Handling Agent

Ensuring that their flight crew are aware of the need to call for start-up at TSAT \pm 5 minutes and, where applicable, to call ready at TOBT \pm 5 minutes.

Updating flight data, ie a/c regn

Aircraft movement data

Updating turnaround times

Priority of flights



Benefits – Aircraft Operator



Daily program of flight operations and turn-round times on schedule – enhanced punctuality

Possible schedule disruptions predicted early, thus managed efficiently

Fuel and time savings with reduced taxi and holding time

Preferences and priorities taken into account



Role –ANSP (Tower)

Responsible for:

Establishing, maintaining and executing the pre-departure sequence [TSAT & TTOT]

Ensuring that start-up is issued in accordance with TSAT, e.g. TSAT \pm 5 Minutes

Ensuring that flights depart where possible within their Slot Tolerance Window CTOT and TTOT, as defined by ICAO recommendation

Definition and verification of Variable Taxi-Times (VTTs)

Provide Real-time updates of LDG

Update Taxi times & SIDs accordingly

Update Runway operational capacity

Provide A-SMGCS data/radar information



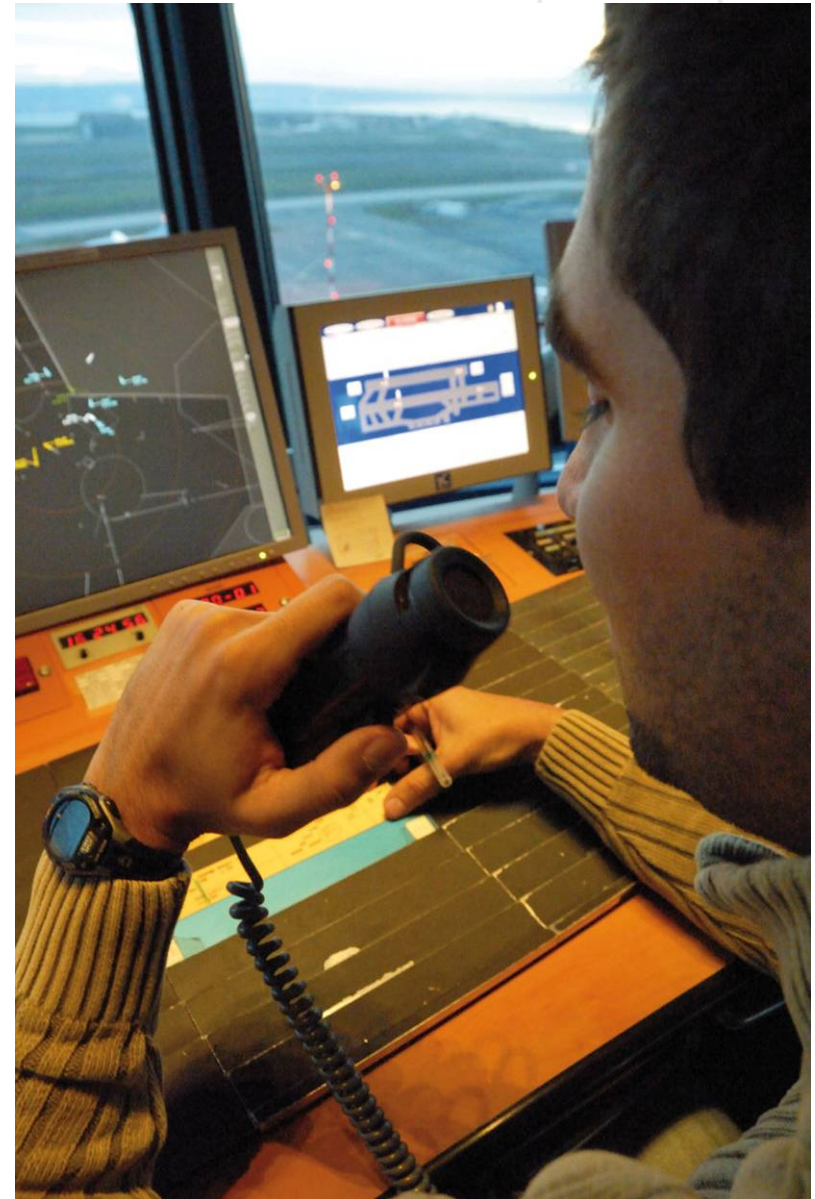


Benefits – ANSP (Tower)

Flexible pre-departure planning

Reduce apron and taxiway congestion

Smooth flow of traffic eases air traffic controllers' workload



Role –ATFM Unit

Responsible for:

Coordination of the Network it has responsibility for.

Disseminating Flight Plan Data

Coordination of Balancing Demand & Capacity through the provision of Calculated Take Off Times (CTOTs/ATFM slots) along with DPI data

Providing updated arrival information, e.g. Estimated Landing

Time (ELDT) via Flight Update Message (FUM)

Sharing relevant A-CDM data from Airports with Network Stakeholders



Benefits – ATM Network

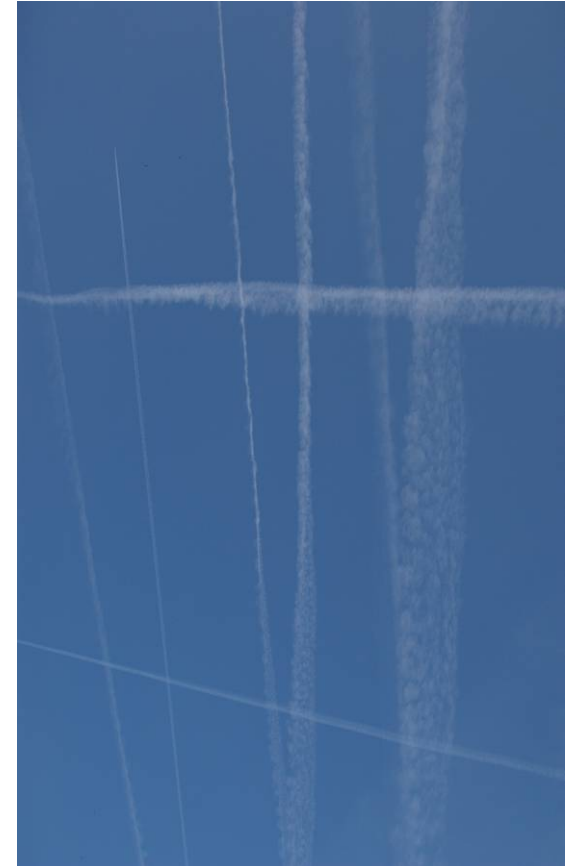


Accurate departure estimates → better demand calculation

Better demand calculation → better flow and capacity management

Enhanced ATFM slot compliance → reduce number of wasted slots

More accurate information → potential en-route capacity increase



More airports, Increased Network Benefits, Increased Local Benefits

Benefits – Environment



Reduction on:

Fuel use

Carbon Dioxide (CO₂) emissions (climate change)

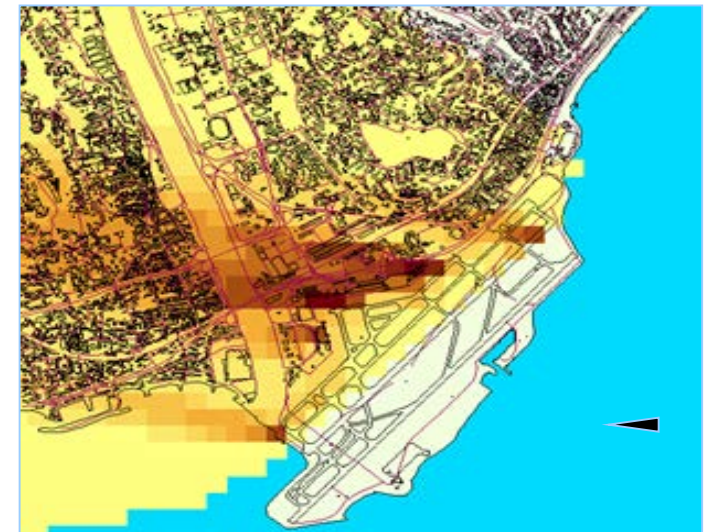
Oxides of Nitrogen (NO_x) (the key air quality pollutant and a greenhouse gas)

Particulates (important air quality pollutant)

'Ground noise' (disturbance)

Associated mitigation costs (noise insulation or compensation)

Risk of environmental constraints



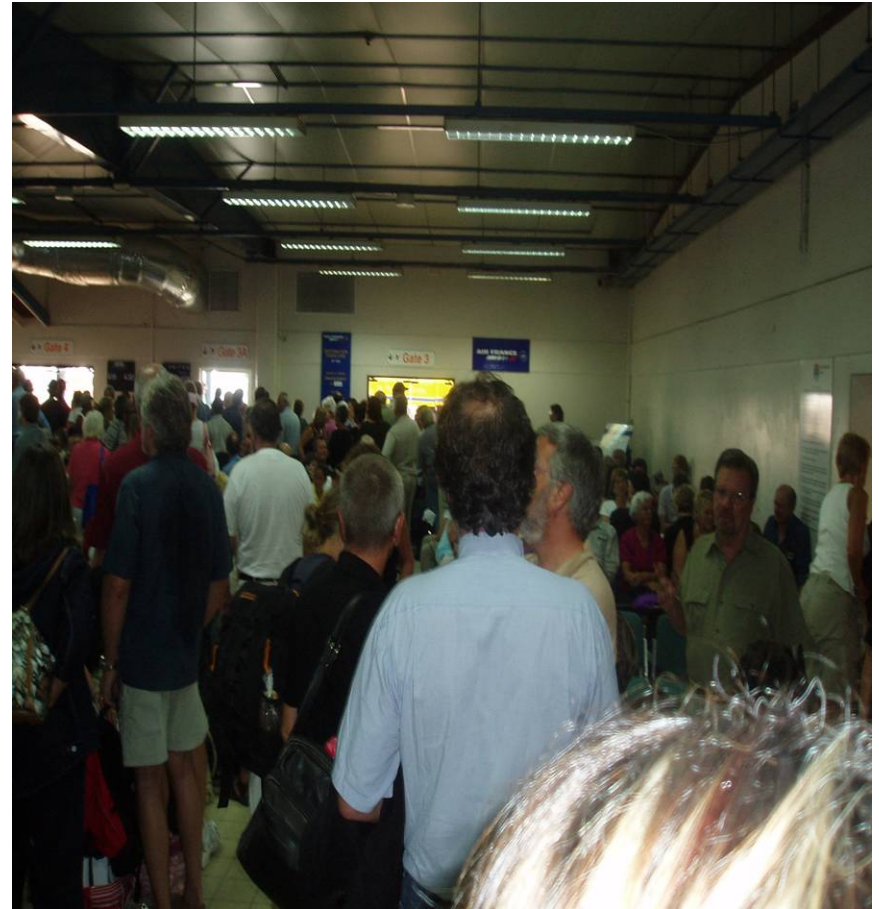
Benefits – Passengers

Reduction of delays

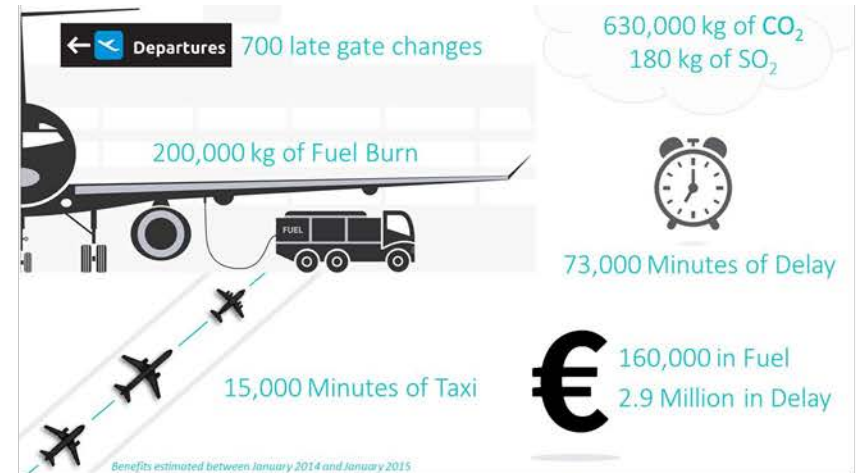
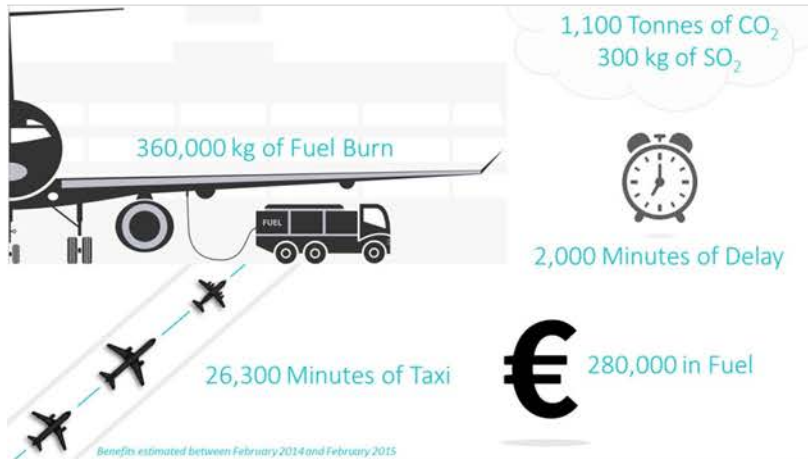
Increased passenger satisfaction as a result of improved punctuality

Fewer missed connections

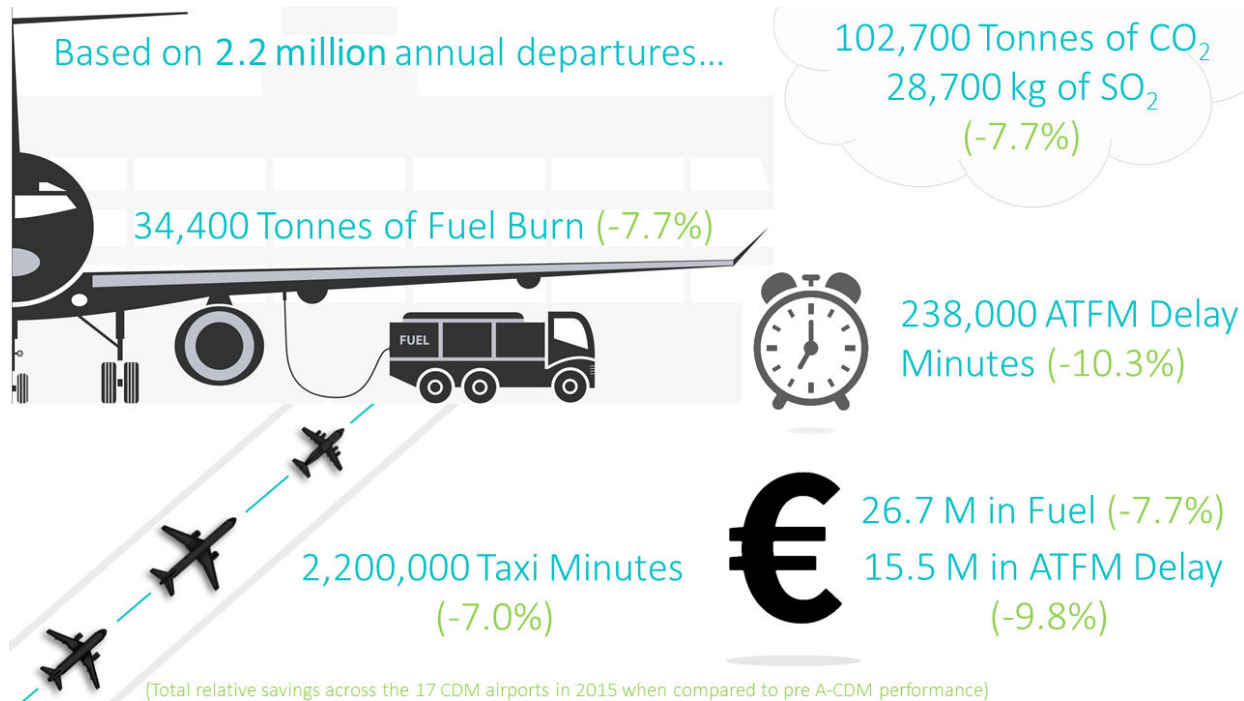
Better information and services during periods of disruption



Measured Benefits – Fully implemented



Measured Benefits – 17 Airports 2016



Thank you

