INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Sixth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
AAO/SG6) 4 - 8 September 2023**

Agenda Item 4:   **Achievements of the AAOSG**

**Activities and achievements of the establishment and implementation of A-CDM
Project Team**

(Presented by Project Team)

EXECUTIVE SUMMARY
This paper presents the report of the Project Team on Establishment and Implementation of ACDM in the AFI Region. The paper highlights the proposed criteria including key actions and steps for the effective implementation of A-CDM in the Region. The proposed criteria and action plan are attached in the Appendix to this paper.
REFRENCE(S): Global Air Navigation Plan (Doc 9750) Global Air Traffic Management Operational Concept (ICAO Doc 9854). Document 9971 - Manual on Collaborative Air Traffic Flow Management

Related ICAO Strategic Objective(s):
        B- Air Navigation Capacity and Efficiency
        E- Environmental protection

1.0 INTRODUCTION

1.1   The GANP and its vision are aimed at supporting the evolution of the air navigation system and ensuring that no country or stakeholder is left behind. The GANP provides a path to the safe, orderly, and efficient evolution through the BBB and ASBU frameworks.

1.2   Airport operators support the development of the GANP with the aim of increasing the efficiency of their operations for the benefit of all the stakeholders that they serve, including regulators, airlines, air navigation service providers (ANSPs), passengers and local residents.

2.0   DISCUSSION

2.1   Airport collaborative decision-making (A-CDM) is a set of processes developed from the general philosophy of collaborative decision-making (CDM) in aviation and is applied to the operations at aerodromes. A-CDM can optimize airport operations, by enhancing the turnaround process and improving flight predictability through real time data exchange for all A-CDM stakeholders.

2.2   The CANSO Africa Conference, held in Kenya, Mombasa in 2018 identified seven emerging issues were identified, which must be addressed to ensure regional seamless operations, invisible borders and to better prepare Africa to cope with traffic growth. The CANSO Mombasa Air Traffic Flow Management (ATFM) Roadmap was adopted to address one of the emerging issues identified i.e. Implementation Roadmap of CDM, A-CDM and ATFM. The APIRG/22 endorsed the CANSO Mombasa ATFM Roadmap as one of the pillars for seamless operations concept.

2.3   The APIRG Airspace and Aerodrome   Operations (AA SG/2) which took place in Nairobi, Kenya on 21-25 May 2018   established the A-CDM project. The objectives of this project are to implement APIRG decisions by developing a plan of implementing ACDM in the AFI region. The Project team developed a Project document which was submitted to secretariate in August 2021. Project document has been revised in 2023 to align with the provisions of the 7th Edition of the GANP and is attached as **Appendix B** to this Working Paper.

2.4   The events and lessons learned from the COVID-19 pandemic in early 2020 call upon aviation stakeholders to embrace a collaborative approach to leverage on synergy required to have an impact on the various initiative required to ensure an orderly and harmonized restart and recovery.

2.5   This paper proposes a structured implementation plan starting with Information Sharing to be implemented first and subsequently fast-track the other elements.

2.6   Airports with passenger traffic exceeding one million passengers per year will implement ACDM starting with the element on Information Sharing. However, Airports, in particular state capitals, can volunteer for a partial implementation of the ACDM to optimize operations and deal with congestion situations, particularly in the context of the management of significant traffic flows during events such as summits, conferences and/or adverse conditions for example.

3.0 ACTION BY THE MEETING

The meeting is invited to:
   a) Take note of the contents of the Working Paper.

   b) Consider and review the concept of the proposed establishment of ACDM as provided in **Appendix A.**

Appendix A

1.	Adopt the A-CDM Information Sharing (ACIS) element of ASBU Block 0 (ACDM-B0/1). The Airport CDM concept is divided in the following Elements: - Information Sharing. - Milestone Approach. - Variable Taxi Time. - Pre-departure Sequencing. - Adverse Conditions. - Collaborative Management of Flight Updates. The Information Sharing Element defines the sharing of accurate and timely information between the Airport CDM Partners in order to achieve common situational awareness and to improve traffic event predictability. The Airport CDM Information Sharing Platform (ACISP), together with defined procedures agreed by the partners, is the means used to reach these aims. Information Sharing is the core Airport CDM Element and the foundation of the other Airport CDM Elements hence need to implement it before any other Concept Elements.
2.	Strengthen the project team in order to set action plan and monitor its implementation.
3.	Encourage States/Aerodromes with traffic over one million passengers to commit to the implementation of the ACDM as well as encouraging those with low traffic to volunteer for partial implementation. ACDM implementation may concern international aerodromes with challenges in Airport operations such as: a. Congestions during peaks b. Inefficiency on the airport infrastructure due to non-optimized turnaround and sequencing performance c. Poor punctuality and performance (such as airport start delays) d. Lack of transparency on overall airport plan, or lack of a 'single version of information e. Poor recovery of airport after disruption. f. Poor interface with handling agents where relevant stakeholders do not have access to real time systems on turnaround and delay status.