



Airport Collaborative Decision Making

What is Airport CDM ?

Current airports operations are facing efficiency and global awareness challenges, where each organization manages its own data: handlers, airport IT teams, airlines, ATC, etc.

Airport CDM is a **method** of airport management based on information sharing between stakeholders to improve airport efficiency. This method is a cultural and global organization change that requires planning and analyzing in order to be implemented successfully.

Airport CDM is about partners working together and making decisions based on more accurate data with a higher quality of information. Every information has the same exact meaning for every partner involved, leading to a more efficient use of resources, and improved punctuality as well as predictability.

The INFOPAX A-CDM software package is based on 3 modules covering the 3 functional levels defined by EUROCONTROL:

- ≡ CFMU
- ≡ Advanced ATC
- ≡ Full A-CDM

A-CDM in practice

A-CDM objectives:

- ≡ To improve on-time performance
- ≡ To optimize the use of resources, such as stands, gates and terminals
- ≡ Flexible pre-departure planning
- ≡ To reduce apron and taxiway congestion
- ≡ To improve passenger experience

A-CDM changes to implement:

- ≡ New procedures to improve information sharing and the use of automation
- ≡ New tools that impact people and organizations

A-CDM tools:

The A-CDM Information Sharing Platform (ACISP) is the central tool at a CDM Airport to share information between the Airport CDM Partners. RESA provides a powerful ACISP web portal: **INFOPAX A-CDM Portal**.



RESA has developed a Web Portal that meets airports collaborative decision-making requirements in a comprehensive, secure and innovative way.

Flight	Origin	Destination	Status	Gate	Stand	Terminal	Remarks
AF1234	CDG	ORY	OK	101	101	101	
AF1235	CDG	ORY	OK	102	102	102	
AF1236	CDG	ORY	OK	103	103	103	
AF1237	CDG	ORY	OK	104	104	104	
AF1238	CDG	ORY	OK	105	105	105	
AF1239	CDG	ORY	OK	106	106	106	
AF1240	CDG	ORY	OK	107	107	107	
AF1241	CDG	ORY	OK	108	108	108	
AF1242	CDG	ORY	OK	109	109	109	
AF1243	CDG	ORY	OK	110	110	110	
AF1244	CDG	ORY	OK	111	111	111	
AF1245	CDG	ORY	OK	112	112	112	
AF1246	CDG	ORY	OK	113	113	113	
AF1247	CDG	ORY	OK	114	114	114	
AF1248	CDG	ORY	OK	115	115	115	
AF1249	CDG	ORY	OK	116	116	116	
AF1250	CDG	ORY	OK	117	117	117	
AF1251	CDG	ORY	OK	118	118	118	
AF1252	CDG	ORY	OK	119	119	119	
AF1253	CDG	ORY	OK	120	120	120	

A-CDM start:

In short, to start the Airport CDM project, the following steps are necessary :

- ≡ Get all local airport partners on board
- ≡ Set the Objectives
- ≡ Set the Organization
- ≡ Write the Plan
- ≡ Start Implementing

Frequently Asked Questions



- ≡ **How much will the implementation of Airport CDM cost?** A global organization change can represent a substantial budgetary allocation. Nonetheless, Airport CDM may produce high returns as it improves the passenger/aircraft flow and thus generating more time slots to be used.
- ≡ **What are the results of the first CDM implementations?** Many indicators are impacted and improved by the A-CDM method, at arrival and departure flow management: improving on-time performance, supporting fuel efficiency, reducing ATC pre-departure delays, etc.
- ≡ **When can an airport be considered a CDM Airport?** An airport is considered a CDM Airport when the following 6 elements are applied at the airport:
 1. Information Sharing
 2. Milestone Approach
 3. Variable Taxi Time
 4. Pre-departure Sequencing
 5. Planning for Adverse Conditions
 6. Collaborative Update of Flight Messages
 It is also required to operate an A-CDM operation for a minimum of 6 months.
- ≡ **Is it necessary to implement all 16 milestones described in the Milestone Approach Element?** The list of 16 milestones described in the Milestone Approach Element is indicative. Local circumstances will dictate which ones to use or whether new ones need to be defined.
- ≡ **Which airport unit should lead the project?** The project should be led by one of the main airport operation units, situated locally and in contact with the other airport partners. It can be the airport managing company, or a newly created unit dedicated to A-CDM.
- ≡ **Does Airport CDM implementation necessarily mean a new system?** Implementing Airport CDM does not necessarily mean new systems, but the existing ones may need adaptation to support the Airport CDM concept. On top of the new A-CDM organization, the project will need a centralized decision-making tool to gather information and analyze them, such as RESA web portal INFOPAX A-CDM Portal.
- ≡ **Should an airport partner charge for the data supplied in the frame of the Airport CDM project?** Any data supplied by an airport partner on Airport CDM should be available free of charge to the other CDM Airport Partners.

Source: EUROCONTROL