



Airline Perspective

Airport & Network Integration



To represent, lead and serve the airline industry



The Basics - AO, Airport, ATFM Roles

- Airlines manage a network of flights performed by aircraft, organized to perform 'tours' or lines of work, as flightlegs departing one location and arriving at another.
- Airports manage the 'integration' or turnaround of aircraft arriving as one flight and departing as another from a single location.
- ATFM, (coordinated by NM) manages the en-route flight departing from one airport and arriving at another
- Any disruption to any role will have a knock-on to all others – each are distinct but intrinsically linked.
- To improve be successful each partner should:
 - Work in collaboration and not in silos
 - Respect the role and expertise of all other partners.
 - Communicate all available data to all other partners in a timely and accurate manner.

A-CDM Fundamentals

- A-CDM improves efficiency and capacity by feeding enhanced data into the network
- A-CDM optimizes pre-departure sequencing in the airport.
- A-CDM without ATFM network integration isolates the airport as information on regional constraints is absent.
- The partnership between AO/Airport via A-CDM and ATFM is a global requirement.
- The European vision that NM created is clearly advantageous on a global basis.
- A-CDM requires continuous improvement so NM must be well resourced.

A-CDM - Global Picture

➤ Implementations:

- 26 airports currently in Europe – with more to come.
- 6 airports currently in APAC – 18 additional planned by 2021
- 28 planned for China by 2019
- Canadian project started, S. America in planning mode
- APAC A-CDM catchment includes Honolulu – so an integration of U.S. ‘Surface CDM’ with the European model used by all others.

➤ Challenges:

- No Network manager to coordinate ATFM in e.g. APAC
- Multi-nodal Concept developing – SWIM services using FIXM
- FIXM A-CDM extension planned for March 2018
- IATA working with ICAO to develop regional implementation plan



IATA AACG

- AACG = Airline A-CDM Coordination Group.
- Formed as Airlines dissatisfied with un-harmonized processes and procedures within European A-CDM portfolio.
- Group acts as a single voice for airlines to educate and promote standards for global A-CDM implementations.
- Unique collection of experience and expertise within group to contribute to the global evolution of A-CDM.
 - 14 member airlines, plus observers from ACI and NM.
 - Unique collection of experience and expertise to contribute to the global evolution of A-CDM.
- Working with NM providing issues to Harmonization Task Force ('HTF') – most impacting integration with ATFM.
- Progress is being – solutions for 6 of 12 current issues agreed.



Summary

- Overall, A-CDM a success story, becoming essential practice.
- A-CDM Cultural Change needs to inspire continuous improvement as there is likely significant growth in scope ahead.
- A-CDM needs to adopt the data sharing capability of current technology.
- Airlines and Airports moving towards 'TAM' Total Airport Management, ATM moving towards GANP 4DT. IATA developing NEXTT (New experience in Travel and Tech)
- Standards must be established to support the integration of TAM, 4DT and NEXTT.
- Software providers need a roadmap!
- IATA, ICAO, CANSO, ACI, NM will be very busy supporting change and providing harmonization checks.



Thank you for your Attention!