A-CDM: ACI-Europe Briefing
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23/09/2015 EUROCONTROL Bruxelles
WHY IS A-CDM IMPORTANT FOR AIRPORT OPERATORS?

- We manage the nodes in the network

- Our core business is:
  - Connectivity
  - Passenger experience

A-CDM and future evolutions will be one of the key elements to successful manage our core business.
Overview

1. Performance needed by A-CDM and future evolutions
2. Geographical enlargement of A-CDM deployment
3. A-CDM as a pre-requisite for the Ground Coordinator
4. Some examples of new features of A-CDM through Sesar solutions
Performance needed by A-CDM and future evolutions

1. Support and enhance to evolution from punctuality to predictability
2. Deliver real performance in the turn-around process
3. Connect airports to the network so that passengers are able to capture the benefits of the network
4. Connect airports to each other in order to support the passenger experience in a door to door travel concept
1. Network Manager and stakeholders need to define the connectivity network including identification of the nodes in the network.

2. This is the basis for the geographical enlargement.

We don’t have to wait to make progress!

INEA Call 2015:

- CEF call part A
- CEF call part B
Geographical enlargement of A-CDM deployment

As ACI-E, we would encourage the Network Manager to look at the network in terms of very high density TMAs

Example: London TMA

The airlines, the airports, the ATC providers, the ground handlers, the Network Manager and especially the passengers will benefit A-CDM as a key tool to enhance the passenger experience in a connectivity environment.
Geographical enlargement of A-CDM deployment

Second tool to use is the Cohesion Fund:

- **It concerns 15 EU states** (Bulgaria, Croatia, Cyprus, the Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia) **and the grant can be up to 85%**

- **It could enlarge the geographical scope to mid-size airports in the Cohesion Fund countries. They could start or finish A-CDM.**

  **Examples:** Ljubljana – Warsaw – Vilnius – Tallinn – Riga – Porto – Lisbon – Athens and Greek islands – Limassol – Paphos who have important impact on the network

Therefore we need to convince the EC and INEA to include basic A-CDM and initial AOP in the scope of the Cohesion Fund call 2015

We look for support from the Deployment Manager, the Network Manager, the airlines and the ATC providers to help us to be successful in the lobbying.
Regulation to support geographical enlargement

In the review of the PCP, we need an evolution from the one size fits all to more tailored made solutions.
ACI EUROPE is currently developing the Ground Coordinator, an operational concept that clarifies the role of the airport operator in coordinating ground processes and managing airport performance together with aviation partners.

**Network Perspective**
- Facilitate Common Situational Awareness (Collaborative Environment)
- Maintain Holistic View of Airport Performance
- Improve Predictability of the System

**Airport Perspective**
- Ensure Link to the Network Management Functions
- Enable Best Use of Local Capacity

**Stakeholder Perspective**
- Enable Efficient Use of Resources

**Customer Perspective**
- Create Positive Customer Experience

**Goals of the Ground Coordinator** and stakeholders perspectives
A-CDM as a pre-requisite for the Ground Coordinator

Ground Coordinator will be tailored to each airport depending on size and complexity. But for most of them, A-CDM is the first step of the evolution toward Ground Coordinator and will be the mandatory core.
Some examples of new features of A-CDM through Sesar solutions

- E-AMAN
- AMAN
- AMAN-DMAN

- Initial AOP
- Surface Mgr
- Prioritisation
- TAM

- NOP – AOP

- DMAN & Runway Manager
- STAM