



JOINT A-CDM ACTION PLAN

1. What is Airport Collaborative Decision Making (A-CDM) about?

A-CDM has 3 major aims:

- Enhancing coordination and cooperation between all partners at the airport (ATC – airlines – airport operator – ground handling);
- Improving the decision making capabilities of the different partners by sharing the existing information and resources
- Enhancing efficiency and performance of all partners involved.

A-CDM contributes directly to the better use of existing local airport/ATM capacity. In that sense, it brings airports the possibility to increase capacity without having to invest a lot of money in new infrastructure.

2. How is A-CDM related to make the Single European Sky come true?

CDM is an important tool to transform the ambitions of the Single European Sky into the new operational reality, because of the contribution to the better use of existing local airport/ATM capacity. The aviation industry needs CDM because today's operations are based on 3 non-coordinated different planning processes for each flight:

- Operations at the airport where airport slots are agreed with airlines up to 6 months in advance;
- ATC/ATFM operations with flight plans 3 hours before the flight
- Airline operations which are very flexible, trying to penalise their operations to the minimum.

However, currently there is no coordination. So, there is no possibility to coordinate the en-route part of a flight with the airport part of a flight and the process is very sub-optimal.

3. Why a cooperation between ACI EUROPE and EUROCONTROL?

ACI EUROPE and EUROCONTROL are joining forces to make A-CDM happen in the most congested airports in Europe. Both organisations are in the process of formalising a landmark cooperation agreement (Memorandum of Understanding) whose implementation will initially focus on implementing SESAR IP1 requirements (the airport baseline) by 2013, so that the implementation of the research finding of SESAR can start in optimal conditions from 2013.

A-CDM is a very important element of IP1. It is a process that will take some time to set-up, but it is essential for a lot of other elements in IP1. EUROCONTROL has gathered considerable experience in A-CDM and can act as a centre of excellence to help all partners at airports to implement it. Indeed, EUROCONTROL has developed a process and a tool box, thereby allowing participants to rely on proven results.

ACI EUROPE will help its membership take advantage of the work already done by EUROCONTROL at selected airports, liaising between its members and EUROCONTROL. Naturally, participation by airports is on a voluntary basis.

The ACI EUROPE/EUROCONTROL cooperation fits perfectly into the Flight Efficiency Plan (FEP) recently launched by IATA with CANSO and EUROCONTROL. FEP looks at generating swift efficiency improvements in European ATM to achieve fuels savings and reduce CO2 emissions. Together with an enhancement of European en-route airspace design, improvement of airspace utilisation and efficient Terminal Airspace design and utilisation, it calls for improved airport operations.

Together with FEP, the ACI EUROPE/EUROCONTROL A-CDM Action Plan provides a coordinated industry response to the present aviation crisis and a concrete contribution to increase its environmental efficiency.

4. Our joint ambition.

With A-CDM to be fully implemented at 4 European airports by the end of 2008 and the process already initiated to implement it at a further 18 European airports, ACI EUROPE and EUROCONTROL are now looking at a target of 20 additional European airports pursuing implementation by the end of 2009. A-CDM would thus involve a total of 42 European airports.

5. The Action Plan.

The A-CDM Action plan is looking to optimise airport operations, through:

- **Ensuring the commitment of all partners to the current plan of implementing A-CDM at 5 airports per year.** For 2008: Zurich, Brussels, London-Heathrow (local target).
- **On-going A-CDM implementation at the following airports:** Paris CDG, Lisbon, Amsterdam, Geneva, Milan MXP, Vienna, Athens, Prague, Rome FCO, Stockholm, Dublin, Warsaw, Oslo, Frankfurt, Heraklion, Palma de Mallorca, Madrid and Barcelona.
- **Initiating A-CDM implementation at 20 additional airports by the end of 2009.** ACI EUROPE will help EUROCONTROL in raising awareness about the benefits of A-CDM implementation and support the organisation of local meetings. In full co-ordination with ACI EUROPE, priority will be given to the most congested airports in 2009 and beyond as well as any airport creating a potential effect upon the network. Airports with increasing traffic demand and limited infrastructure will also deserve priority. The selection of these airports will result from a discussion between ACI EUROPE and EUROCONTROL with IATA also being consulted.
- When introducing A-CDM to new airports the buy-in and commitment of airport operators is essential, as in most cases Airport Operators become the leaders of the A-CDM implementation process. Considering this essential requirement ACI EUROPE and EUROCONTROL will work in close collaboration in driving forward the Airport Operators involvement. EUROCONTROL and ACI EUROPE will ensure a coordinated prioritisation

and communication process with the airports concerned taking into account the challenging targets of this Action Plan.

- These challenging, revised targets can only be achieved through firm commitment from airport partners, as well as strong partnership between ACI EUROPE and EUROCONTROL, in coordination with CANSO and IATA.

The following actions are foreseen:

- Selected airports to be approached by ACI EUROPE/EUROCONTROL.
- Upon positive response from airports concerned, initial local meetings of all partners (comprising Airport Operator, ANSP, Airspace Users, and Ground Handlers) to be organised; Objective of such meetings to be the presentation in detail of the A-CDM project, including benefits and the implementation process.
- Agreement and commitment to target dates for completion of A-CDM implementation at individual airports to be subject to agreement with all local partners. Any agreed target date for A-CDM implementation completion to require constant review considering the nature and complexity of local issues which may arise during the implementation of A-CDM.
- After agreement of local partners, EUROCONTROL to carry out a gap analysis of existing procedures to establish where there are differences between present operations and operations predicted under A-CDM.
- Gap analysis report to be delivered by EUROCONTROL to the local partners stakeholders with key recommendations for implementation.
- Local partners to consider the recommendations and the priority of A-CDM with regards to other projects and consider if implementation should proceed.
- If a decision is taken to proceed with A-CDM implementation, the airport concerned will establish an A-CDM Steering Group comprising representatives from all local partners. A local decision will be made on which organisation leads implementation.
- EUROCONTROL to deliver A-CDM implementation manuals and guidance material. Support to be provided by EUROCONTROL depending on local needs.

6. Implementation of the action plan.

- ACI EUROPE and EUROCONTROL will drive the process forward through their Memorandum of Understanding.
- IATA has undertaken to organise local meetings in full cooperation with all partners concerned, to ensure a balanced attendance.
- Regular reports on the implementation progress of the action plan will be through the Eurocontrol Operations Coordination Group (OCG) made to the Air Navigation Services Board (ANSB) and to the EUROCONTROL Provisional Council.
- A EUR Airline Operations Group, with technical and operational support provided by EUROCONTROL, will be created to assess and review all European ATM network operational shortcomings and other airline operational requirements related to local and network ATM flight efficiency and capacity performance. The group will identify and work on best actions towards the improvement of the European ATM network operational performance. Based on this input, ACI EUROPE and EUROCONTROL will take concrete actions towards identifying future target airports for the implementation of A-CDM.

7. Benefits of the action plan.

- A-CDM enables a reduction of approximately 10% of the taxi time for an individual airport of the size of Munich Airport (34 million pax p.a.), equating to annual cost savings of approximately **3.6 million Euros per airport**.
- A recent A-CDM Cost Benefit Analysis demonstrated that the **benefit / cost ratio for airlines** is in the order of **8:1**. The investment required from any single airport partner is modest as existing resources can be utilised with only limited modifications.
- Early and sustainable benefits: the return of investment period is short and for Airlines is achieved in most of the cases at the end of the first year of A-CDM implementation.
- Considering a very conservative reduction in taxi time of just 1 minute per flight for ECAC major airports (+50K movements per annum – this corresponds to about 50 ECAC airports), annual savings to airlines will be approximately 145.000 tons fuel/yr or 475.000 tons CO2/yr or 120 million Euro/yr.

Brussels, 30 September 2008