What is A-CDM?

A-CDM is an operational process that aims to improve the Air Traffic Flow and Capacity Management (ATFCM) at European airports by reducing delays, improving the punctuality of events and optimising resources. A-CDM integrates Airport and ATM systems and covers arrival, turnaround and departure processes to maximise the pre-departure sequence of aircraft. As a result, this will increase efficiency at every stage of the turnaround process and will ultimately increase the capacity of European airspace.

Dublin A-CDM is a joint initiative between Dublin Airport (daa) and the Irish Aviation Authority (IAA). A-CDM is part of a large European programme launched by EUROCONTROL[1] at key airports throughout Europe. This programme is aimed at improving airside efficiency, allowing collaboration between all the main airport partners (in this case; daa, IAA, Aircraft Operators, Ground Handlers and EUROCONTROL) to share operational data, enhance decision making and reduce overall delays in the operation. A-CDM has already been implemented at many European airports and is one of the main objectives of EUROCONTROL to help deliver the SESAR (Single European Sky ATM Research) programme.

A-CDM involves culture change, handling of sensitive data, procedural changes, building confidence and understanding the operational processes of all A-CDM partners.

Objectives of A-CDM:

- ✦ To enhance decision making to achieve maximum operational efficiency, improved predictability, reduce ground movement costs, minimise slot wastage, reduce delays and make the best use of available airport infrastructure and ground handling resources.
- ✦ Improved predictability will improve efficiency of Handling Agents, Fuel companies, Aircraft cleaning & catering companies etc. by way of timely resource allocation.

Anticipated A-CDM Benefits:

- ✦ **Aircraft Operators** – reduced fuel burn, reduced CO_2 emissions, reduced taxi times and reduced queuing at runway holding points. Potential disruptions can also be managed more efficiently because they are anticipated well in advance.
- ✦ **Ground Handlers** – enhanced predictability and optimised resource management.
- ✦ **Air Traffic Control (ATC)** – reduced congestion due to a smooth flow in traffic and flexible pre-departure planning. ATC will also benefit from better ATFM slot compliance, reduced number of missed slots and better situational awareness during times of disruption and delays.
- ✦ **Airport Operators** – more efficient use of the existing infrastructure and resources, better airport slot adherence and an increase in punctual departures and arrivals. Noise will also be reduced as a result of reduced apron and taxiway congestion.
- ✦ **EUROCONTROL** – optimum utilisation of available airway capacity due to a much clearer and realistic traffic forecast.
- ✦ **Passengers** – more accurate information during times of disruption and A-CDM will drive further efficiency in the transfer operation at Dublin Airport.

Project Review:

- ✦ Signed-off the Memorandum of Understanding (MoU) – Nov. 2014
- ✦ Commencement of system outline design (IAA & daa) – April. 2015
- ✦ Commencement of system detail design (IAA & daa) – Nov. 2015
- ✦ Draft A-CDM Operational Procedures – March 2016
- ✦ Go-live with A-CDM webpage – April 2016

A-CDM Partners:

- ✦ Dublin Airport (daa)
- ✦ Irish Aviation Authority (IAA)
- ✦ Aircraft Operators
- ✦ Ground Handlers
- ✦ EUROCONTROL / NMOC

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[1] EUROCONTROL is the European Organisation for the Safety of Air Navigation

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Webpage: https://www.dublinairport.com/regulation-and-planning/regulatory/airport-cdm
EUROCONTROL website: http://www.euro-cdm.org/

Co-financed by the European Union
Trans-European Transport Network (TEN-T)