

Airport Collaborative Decision Making (A-CDM) Information Sharing – AOS

Leaflet #5 – November 2016

Introduction:

A-CDM is a concept that promotes effective collaboration between partners, using improved quality of information and more timely exchange of information, which is interpreted in exactly the same way by all partners. A-CDM brings substantial benefits to all partners by improving the quality of information on which decisions are made. This will lead to enhanced operational efficiency and facilitate optimum use of available capacity. More efficient use of resources, and improved event punctuality as well as predictability are the targeted results. Timely shared information is paramount to enable each partner to react early enough to update their milestones in real-time.

Dublin Airport will use their existing IT systems for A-CDM information sharing; that is, Airport Operation System (AOS). AOS will primarily display:

- ➔ Accurate arrival information through Flight Update Messages (FUM) from Network Manager Operations Centre (NMOC).
- ✤ Various interfaces to & from airlines, handling agents and IAA.
- ➔ Target Off-Block Time (TOBT), which will be input & maintained by the airlines or handling agents and forwarded onto ATC Dublin.
- → Target Start Up Approval Time (TSAT), calculated by ATC Dublin via the Pre-Departure Sequencer (PDS).

×	Fligh	Flight Details		A-CDM Status ↓								TOBT Maintenance (input, update & deletion)					TSAT Notification		Visual Milestone Status (DEP)	
Fit No D	C/Sign o	Rego	A/C D	Flight Status Dep	CDM Dep	SOBT	EOBTL	AOBT	ATOT	Stand p	Departure Gates	Rwyp	ASBT	AEBT	CTOT	TOBT ~1	TSAT	TTOT	MTTT	MM Dep
BBD6810	BBD6610	TFBBJ	73P	SEQ	SEQ	0545				HOLD		28				0540	0540	0550	45	
SRR6528	SRR6528	OYSRG	76X	SEQ	SEQ	0540				HOLD		28				0540	0540	0550	40	00000000
AF1017	AFR1017		ARS	DEP	DEP	0600		0552	0611	HOLD	HOLD	28	0540	0552	0616	0600		0602	35	00000000
EI262	EIN262	EIEZV	320	DEP	DEP	0640		0632	0701	HOLD	HOLD	28	0605	0632		0640	1	0642	35	
FR4282	RYR		73H	DEP	SEQ	0925	1		0949	HOLD	HOLD	28	0905			0925	0925	0935	25	
EI158	С, Тур	ical Alerts	320	DEP	SEQ	0950			0952	HOLD	HOLD	28	0915			0950	0950	1000	35	001001000
FR7034	Repairs		700	nrn.	050	4005			4057	1010	101.0		4047			4000	4000	1035	25	000000000
FR114	RYRS																* *	122	25	
FR114 SK536	RYRS Into			1640 (UTC) is out of AT	C Flight Plan EC	OBT 08/11/2	016 1555 (UT	C) toleranc	e window.									122	25 30	
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SK536 FR816 FR8511 FR562 FR5322	RYRS SASS RYRS RYRS RYRS RYRS	Check outbound fligt NOTE: EOBT AND TO EIEKE	nt and TOBT a DBT SHALL N 73H	nd update if required. OT DIFFER BY MORE TH	DEP	S. THE AIRF		OCESS WIL	Ok	HOLD	HOLD	28	1330			1350	RESOLVED	122 225 248 342 400 1352	30 25 25 25 25 25	
SK536 FR816 FR8511 FR562 FR5322 FR5322 FR7116	RYRE SASS RYRE RYRE RYRE RYRS RYRS55N RYR73HD	Check outbound fligh NOTE: EOBT AND TO EEEKE EEEKP	73H 73H	nd update if required. OT DIFFER BY MORE TH DEP DEP	DEP	S. THE AIRF 1350 1405		OCESS WIL	LL NOT BE 1 Ok 1401 1421	HOLD	HOLD	28	1330 1345			1350	RESOLVED	122 225 248 342 400 1352 1415	30 25 25 25 25 25 25 25 25	
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Image: Extract from Airport Operation System (AOS) test environment (subject to change)

Alerts:

Alerting is an important result of information sharing and information processing. Once new information is entered in the AOS system, it must be validated so that the value of the new information is compliant with tolerances and limits. Alerts will be automatically generated within the AOS system and issued to users for resolution should an inconsistency be detected. An example of this would be were the turnaround time of the aircraft goes below the Minimum Turn-round Time (MTTT) declared by the airline. In this case you would receive an alert to amend the arrival / departure times so the flight turnaround complies with the MTTT declared.

Swapping Flights:

After a TSAT has been calculated and published, it may be possible to swap the sequence ordering of two flights under very strict conditions. Swapping of flights may be facilitated provided the flights are of similar type, same operator, similar location, etc. An example of this would be, when a flight has to meet a curfew at an airfield but a TSAT will not facilitate this. An airline may request that this flight be swapped with another flight of the same airline to allow the aircraft reach its destination airfield before the curfew). The final decision on swapping flights will rest with the ATC Station Manager. It is not envisaged that swapping flights will be used on a regular basis.



DublinAirport