

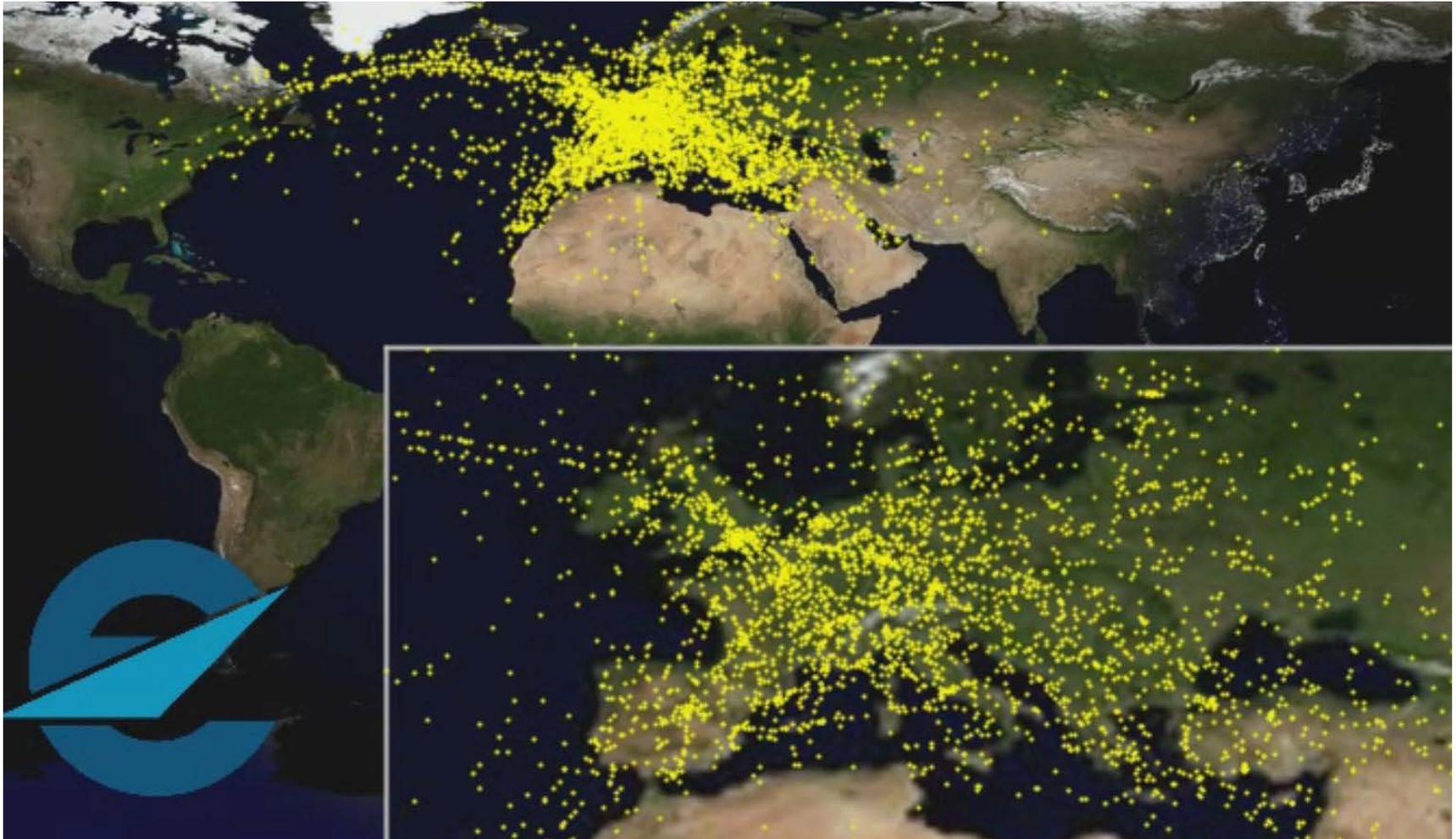


TAM Symposium

Airport CDM to TAM

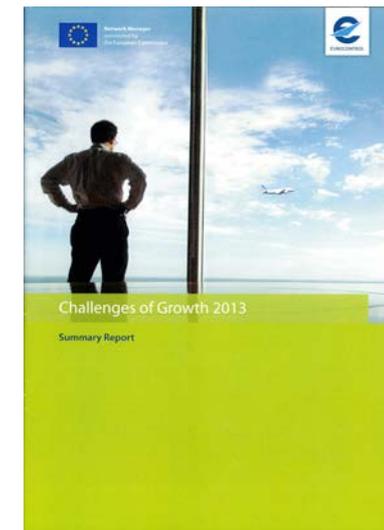
Frank Brenner
Director General
EUROCONTROL
15 October 2013

Importance of the Network



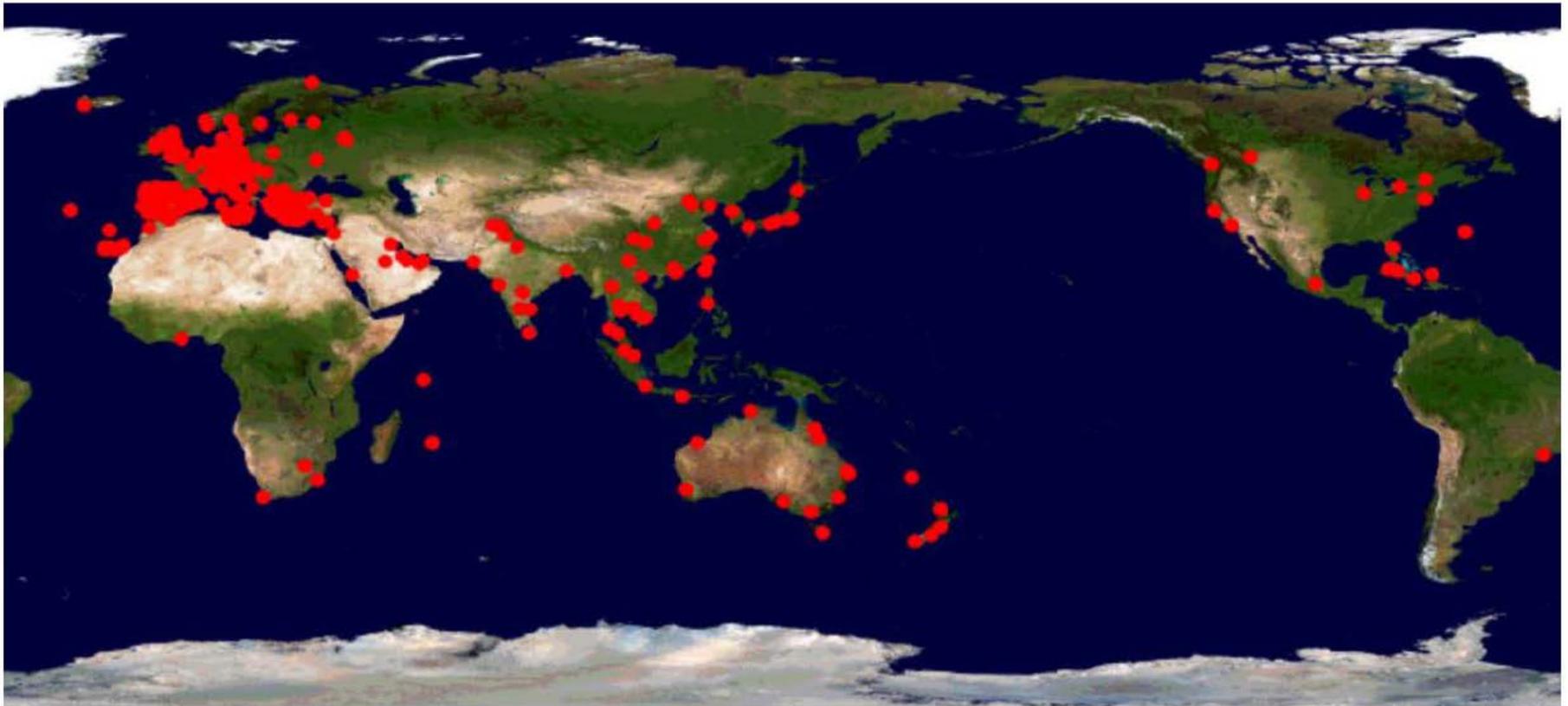
Challenges of growth – major challenges

- Deliver planned **airport capacity** and bridge the 1.9m flight gap
- Deliver **network performance**, with airport delays up by factor of 5
- Ensure **sustainability** of that growth, e.g. emissions will continue to grow
- Build **resilience to climate change** that will affect demand, infrastructure and day-to-day operations



<http://www.eurocontrol.int/articles/challenges-growth>

Slot Constrained Airports



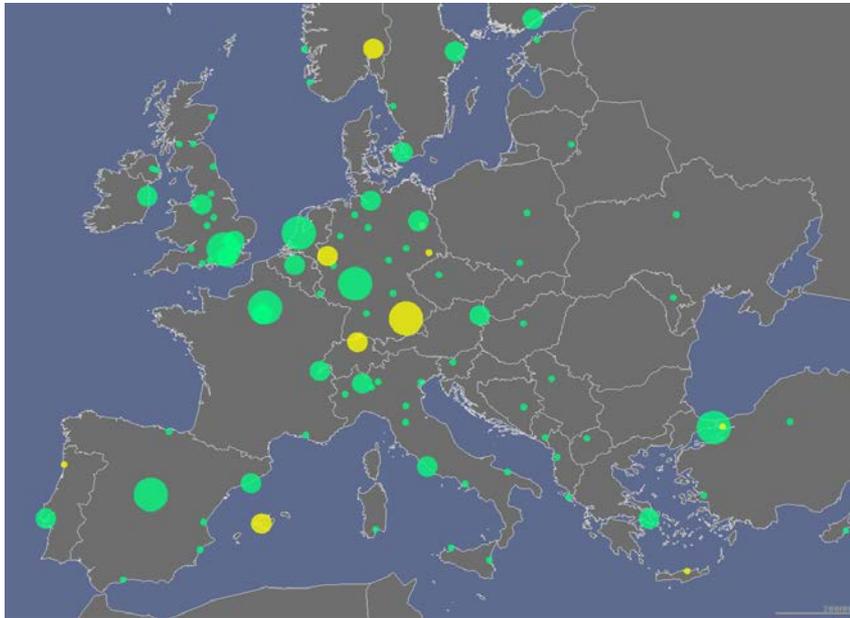
Source - IATA

Challenges for the Network

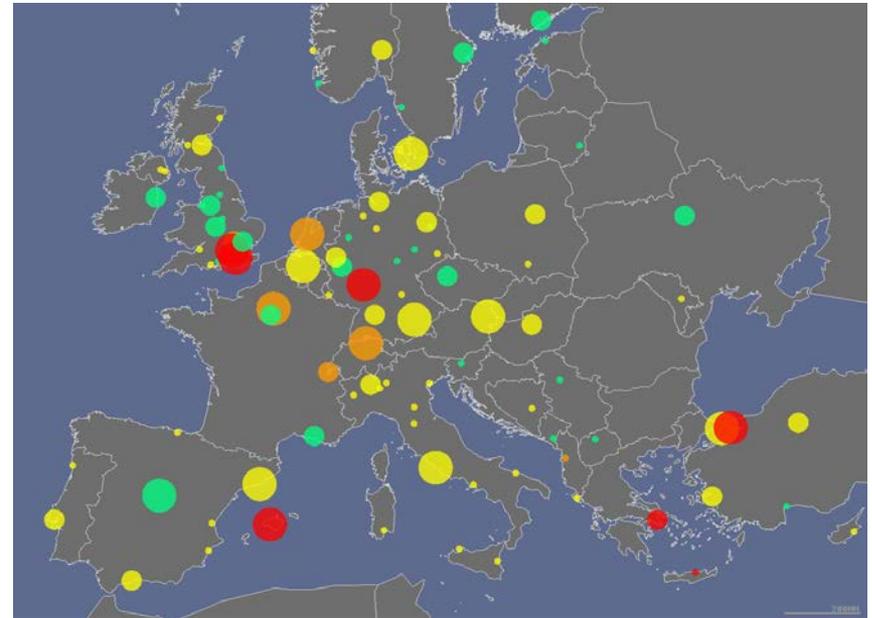
- Airports are the nodes of the Network
 - Operations need to work closer
- Airports are bottlenecks to the Network
- New airports / expansion extremely difficult
- SES achievement not possible without Airports
 - Airports performance influences Network performance
 - Network performance impacts Airports' performance

Airports with summer delay

2012



2035

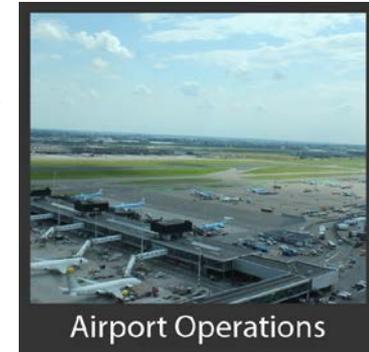


Airport CDM

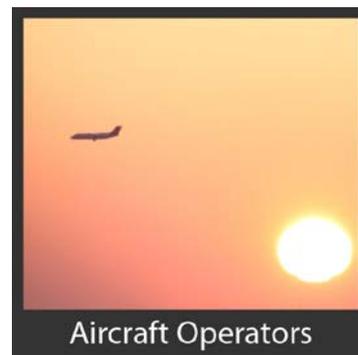
- The link between Airport Operations and Network Operations
- Provides a two-way exchange of information
- Recognised as a way to integrate airports with the ATFM Network with benefits for both



Airport Collaborative Decision Making



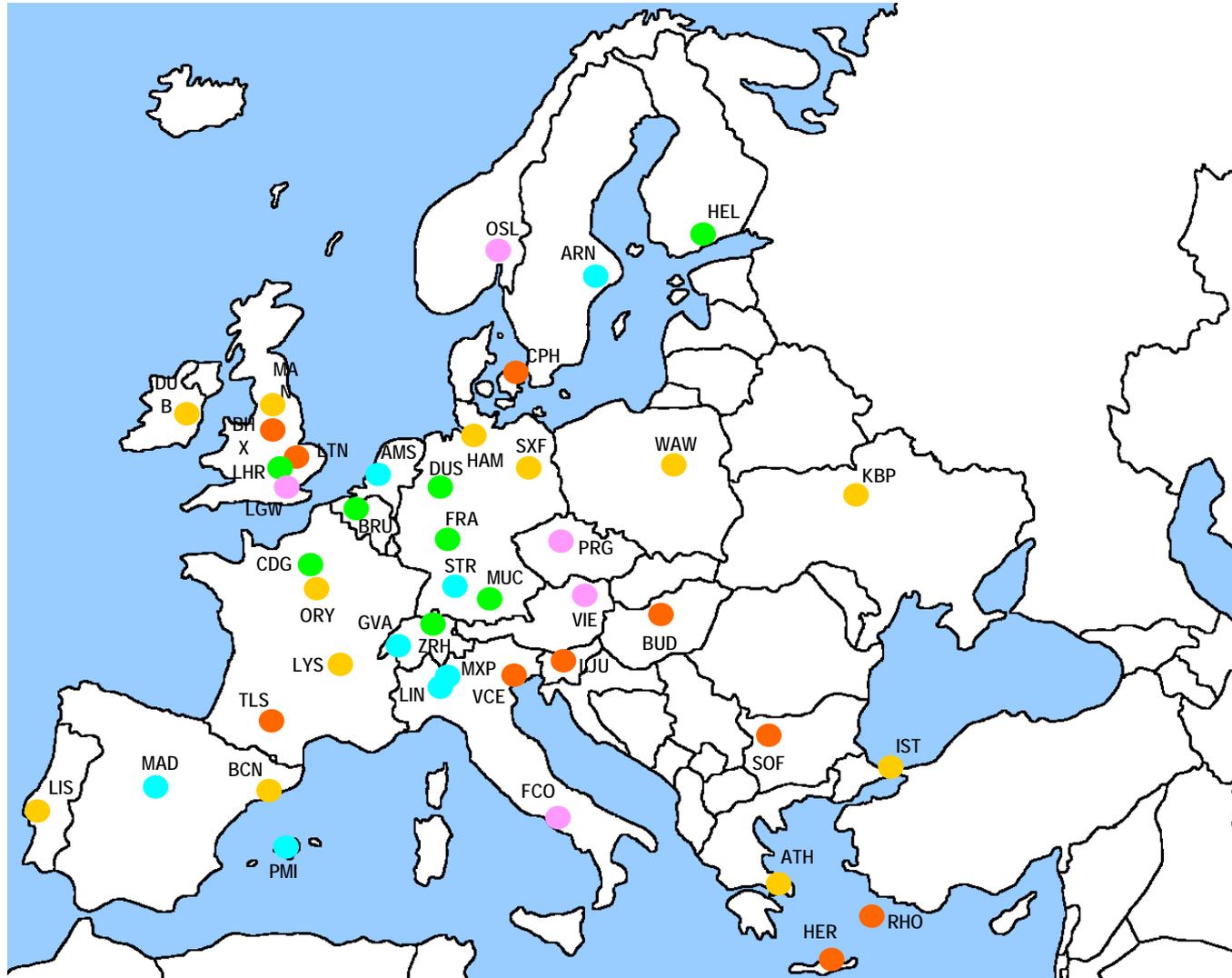
- Improve predictability
- Improve on-time performance
- Reduce ground movement costs
- Optimise use of infrastructure & reduce congestion
- Reduce ATFM slot wastage
- Flexible pre-departure planning
- Reduce apron & taxiway congestion



What if more airports implement?

- Network perspective
 - Network benefits evident with 8 currently implemented Airports
 - 42 CDM airports
 - Potential 18 to 23% reduction of ATFM delay
 - NM Target 20 A-CDM airports by 2014.
- Importance Compounded – A-CDM regarded as baseline for;
 - SESAR developments (TAM/AOP/APOC etc.)
- Implementation Accelerating
 - Benefits evident
 - Experience

A-CDM Implementation Status



A-CDM Airport

A-CDM 2013

A-CDM 2014

Ongoing

Initial phase

Airport CDM

- Already providing a check of flight plan with airport slot for departing flights
- Further enhancements with the introduction of Centralised Service 1
- Already providing information to NMOC on departing flights
- With TAM, enhanced information to feed Centralised Service 2

<http://www.eurocontrol.int/centralised-services>



The Future - TAM

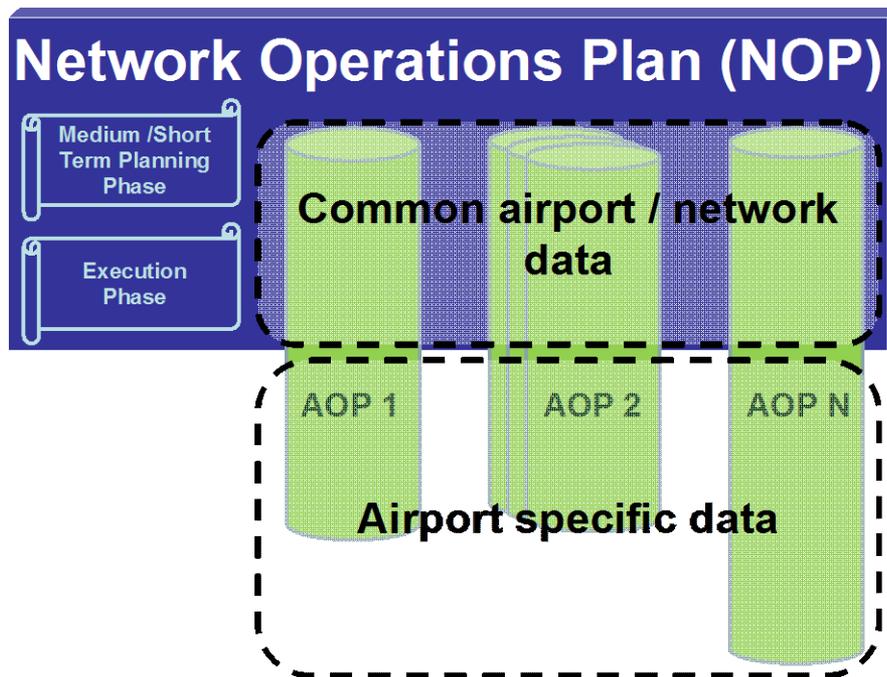
- The SESAR Airport Operations Management concept enhances the principles of Airport CDM
 - Extended information sharing supported by the Airport Operations Plan (AOP)
 - Extended time horizon: from long-term planning to post operations
 - Enhanced collaborative decision making through the Airport Operations Centre (APOC)

Source: EUROCONTROL ATM Lexicon



The Future - TAM

- Better integration of the airports in the ATM network through AOP / Network Operations Plan (NOP) integration



- **Different airports:**
 - Same shared data
 - Same quality of data
 - Different local complexity
 - Different support systems
- **Airport demand / capacity changes automatically reflected in the NOP**
- **NOP changes communicated to 'interested' AOPs**

A-CDM – A stepping stone towards TAM

- **A-CDM is successful and demonstrating benefits**
- **We fully support TAM, the next step**
- **We are eager to contribute towards TAM development (with a view to eventual deployment)**



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