Airport CDM (the „Today")

Total Airport Management (the „Future")

ACDM GERMANY

„Airport CDM , the prerequisite of TAM"

- **Airport CDM is pointed out as the prerequisite for TAM**

- **Airport CDM is collaboration between a set of different stakeholders**

- **Airport CDM is the essential process to link airport and network operation**

- **What is the status in Germany?**

1. **Fully implemented ACDM Airports**

- **Munich Airport**   **implemented June 2007**

- **Frankfurt Airport**   **implemented February 2011**

- **Düsseldorf Airport**   **implemented April 2013**

2. **Ongoing ACDM projects**

- **Berlin-Schönefeld Airport**   **planned 2014**

- **Stuttgart Airport**   **planned 2014**

- **Hamburg Airport**   **planned 2016**

- **Berlin new Airport**   **planned ….**

3. **Under discussion**

- **Leipzig Airport**

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„Harmonisation of Airport CDM in Germany"

1. **Who**

- **A Letter of Intend is signed by the members: MUC (FMG), FRA (Fraport), DUS (FDG), BER (FBB), STR (FSG), HAM (FHG) and DFS**

2. **Why**

- **In the meanwhile there are 3 German CDM airports with full A-CDM implementation plus additionally 3 Airport CDM projects**

- **This made it necessary to harmonize German Airport CDM activities and subjects**

3. **Objectives**

- **Exchange of information and best practices between the different German CDM airports (regardless if fully implemented or project)**

- **To achieve a common understanding of Airport CDM in Germany and represent this understanding to the European Airport CDM process**

- **In the interest of the customers (AO) it is necessary to harmonize the use and consequences of several aspects of the Airport CDM process**

  "*one face to the customer*"

4. **Deliverables**

- **Harmonised Ops-procedures, documents and best practices**

5. **Contacts:**

- **Airports: Peter Kanzler, Munich Airport**

- **ANSP: Erik Sinz, DFS**

Total Airport Management

- From 2007 onwards Airport CDM has been operating successfully and proven a lot of benefits at the different ACDM airports

- Further potential ideas for enhancement has been identified:
  - Extended scope for planning and action
  - Consideration of additional processes (landside and airside)

- ACDM, the process, the attitude of partners and the changed way of collaborative working together is one of the basic keystones for the development of TAM

- Todays findings: ACDM is a process, it needs tools, but it isn´t a tool
- Future findings: TAM is a process, it needs tools, but it isn´t a tool

TAM@MUC project

- **Munich Airport - Deutsche Lufthansa - DFS - AOC MUC**
- **Concept for TAM@MUC finalized**
- **Organisational phase finalized**
- **High management approval for the project - MoU and project approval signed**
- **EUROCONTROL Network Management is supporting TAM@MUC – MoC signed**
- **Project work started July 2013 - Current activities:**
  - **Elaboration of the TAM@MUC process**
  - **Structuring of the TAM Cell (new Ops unit)**
- **Time frame**
  - **2013/2014**   **Planing phase**
  - **2015/2016**   **Realisation phase**
  - **2017**   **Full implementation**

> *"TAM@MUC is a future-orientated turn-round and flow management process at Munich airport. Its objective is to handle flight operations efficiently with regard to punctuality, stability and optimum use of available resources, both under normal and restricted framework conditions."*

TOTAL AIRPORT MANAGEMENT MÜNCHEN

TAM Symposium Braunschweig, 15./16. October 2013

ACDM is enhancing the network quality…….

ACDM local and network benefits are proven……..

ACDM financial benefits are there……..

ACDM is operational and local culture change…….

ACDM is the prerequisite for TAM …………

…….. but ACDM is implemented at only 8 airports in Europe

Does Europe need national responsible functions for ACDM implementation planning?

Does Europe need an Implementing Rule for ACDM (at least for the „Big 40")?

……. but how to increase procedure quality and adherance?

Airlines to improve the connection/communication between OCC and local responsible person for TOBT!

Shall TTOT become the leading operational value for network purposes?

……. but how to come to TAM, if ACDM is not implemented?
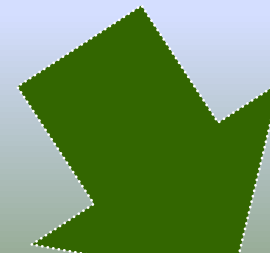
ACDM
GERMANY

- **TAM is a process, it needs tools, but it isn´t a tool   -   !you can not buy a process!**

- **TAM is a bottom up approach:**
    - **Implement A-CDM at your airport and gain experience**
    - **Develop the TAM process according to your airport needs**
    - **Implement TAM**
    - **Respect and support the European harmonisation**

- **TAM will help you and your partners to fullfill European requirements like „Ground Coordinator Role " and „Network management" etc.**

- **It is not complicated, just set an example and live collaboration at your airport……..**