AIRPORT COLLABORATIVE DECISION MAKING: The Real Experiences of Airports
19 – 21 April 2017, Central London, United Kingdom
Programme *

Day I: 19 April 2017
Technical Aspects: The Real Issues

Welcome Note, Introductions, Ice Breakers - Experiential Discussions

Session I: Advanced Airport Airside Operations, Q&A
↗ Operational Definitions
↗ Case Studies

Networking Coffee Break

Session II: Airport capacity, Q&A
↗ Key Concepts
↗ Main Drivers
↗ Challenges
↗ Case Studies

Networking Buffet Lunch

Session III: Capacity Assessment & Management, Q&A
↗ Key concepts
↗ Runway Capacity and Throughput
↗ Capacity Assessment
↗ Congestion/ Capacity problems
↗ Case Studies

Networking Coffee Break

Session IV: Network Concept, Q&A
↗ European Network
↗ Network Manager
↗ Case Studies

Session V: A-CDM Implementation Benefits, Q&A

Networking Welcome Drinks Reception [with ACDM suppliers & London airports' guests]

Day II: 20 April 2017
Implementation Case Studies

Session I: A-CDM Introductions, Q&A
↗ A-CDM Generic procedures; videos
↗ Functional Requirements & Specifications
↗ Roles and Responsibilities
↗ Key performance indicators
↗ Case Studies

Networking Coffee Break

Session II: A-CDM Implementation Case Studies, Q&A

↗ The A-CDM project at Amsterdam Schiphol Airport: lessons learned
↗ Post A-CDM implementation: what next? A case study of Brussels Airport
↗ Success Stories of AENA Airports and ENAV

Networking Buffet Lunch

Session III: Classroom Discussion on A-CDM Technology Support Systems: in-house development vs. Customer off-the-shelf (COTS) solutions, Q&A

↗ An exchange of thoughts/debate on solutions to share operational data with airport stakeholders. Should the focus be on investing time in developing a tailor made IT solution that meets airport-specific issues and particularities, or is a plug and play 'A-CDM ready' application preferred to advance in the project at a reasonable pace?

Session IV: Next Steps (A-TNR, SESAR, APOK, Future of Operations), Q&A

↗ Implementation risks
↗ Implementing CDM at airports
↗ Implementing CDM in management practices
↗ Airport Operations Plan & Integration
↗ Total Airport Management (TAM)
↗ Aeronautical Information Management (AIM) as the basis of CDM

Networking Coffee Break

Session V: Measures for Success: Cross-Stakeholder A-CDM Performance Management, Q&A

↗ Sharing and collecting operational data on the 16 A-CDM Milestones
↗ Measure operational performance of individual stakeholders
↗ Assess the performance of your A-CDM procedures (data accuracy, completeness, timeliness and procedure adherence)

Day III: 21 April 2017
Practical A-CDM Experience

A-CDM practical tour

↗ London Airport Operations Centre Tour, Q&A
↗ Airport Operations Centre Presentation
↗ Networking Lunch & Farewell Reception

Certificates Award
Group Photos
Departure

EVENT SPECIALS

↗ Visit to London Airport Operations Centre
↗ Top Experts and Guest Speakers
↗ Networking Reception with A-CDM Suppliers and London-based Airports & Airlines
↗ Live Case Scenarios, Experiential Discussions and Video Presentations
↗ Exclusive Hospitality
↗ Award of Certificate of Continuing Professional Development

* 2017 programme may be subject to change at the discretion of the organisers.
For more information please visit http://www.gtiaviationtraining.co.uk/courses/collaborative-decision-making/

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Central London, United Kingdom

DESIGNED FOR

↗ Airports and Airport Operators
↗ Airline and Airline Operations Managers
↗ Air Navigation Service Providers
↗ Tower Flow Air Traffic Control Officers
↗ Civil Aviation Authorities
↗ Ground Service Managers & Operational Personnel

BENEFITS

↗ **Airline Operators:**

- ↗ Shorter taxi times, shorter holding times before runway access, no waiting in front of occupied gates
- ↗ Reduced engine run time on the ground, fuel savings, less noise & emissions
- ↗ Reduced delays
- ↗ Increased capacity with same fleet
- ↗ Improved passenger experience and satisfaction

↗ **Airport Operators**:

- ↗ Improved punctuality (on time performance)
- ↗ Improved use of gate & stand planning and management
- ↗ Reduced apron and taxiway congestions
- ↗ Reduced environmental impact (noise & emissions)
- ↗ Higher service quality with knock-on benefits to company image and customer satisfaction

↗ **Air Navigation Service Providers:**

- ↗ Improved runway and capacity planning
- ↗ More accurate take-off time predictions
- ↗ More precise calculations of network demand
- ↗ Optimized use of airport airside resources
- ↗ Reduced ground congestions
- ↗ More predictable traffic between gates and runway
- ↗ Enhanced flow and capacity management will result in better ATFM slot allocation, improved compliance and reduced missed slots.

↗ **Ground Handling Service Providers:**

- ↗ More accurate in-block times for arrivals
- ↗ More accurate planning and a more efficient use of resources.
- ↗ Improved predictability of aircraft turnaround operations
- ↗ Better planning and use of resources leading to lower operational costs
- ↗ Maximize adherence to service level agreements with airlines and airport
- ↗ Improved customer satisfaction

↗ **Network Managers:**

- ↗ Optimized use of airspace and airport capacity
- ↗ Improved ATFM slot adherence
- ↗ Fewer wasted slots