



AIRPORT COLLABORATIVE DECISION MAKING: The Real Experiences of Airports

19 – 21 April 2017

Central London, United Kingdom

Programme *

Day I: 19 April 2017

A-CDM 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 & A-CDM Implementation Benefits, Q&A

- European Network
- Network Manager
- Case Studies

Session V: A-CDM Introductions, Q&A

- A-CDM Generic procedures; videos
- Functional Requirements & Specifications
- Roles and Responsibilities
- Key performance indicators

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

Day II: 20 April 2017

Implementation Case Studies

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

- The A-CDM project at Amsterdam Schiphol Airport: lessons learned
- Post A-CDM implementation: what next? A case study of Brussels Airport



Networking Coffee Break

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

- Spanish Airports success stories
- Case Study of ENAV, Italy

Networking Coffee Break

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

- A-CDM Implementation at Lyon Airport
- London Gatwick Airport Case Study

Networking Buffet Lunch

Session VI: 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 V: 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 VI: 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
- London Airport Operations Centre Presentation
- Networking Lunch & Farewell Reception

Certificates Award

Group Photos

Departures

** 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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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

EVENT SPECIALS

- Visit to London A-CDM Centre (APOC)
- 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

BENEFITS TO

- **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

➤ **Passengers**

- Reduction in delays and fewer missed connections
- After disruptions, recovery will be faster
- Also for arrivals, more accurate information can be delivered to Flight Information Display Systems and service desks.

For more information please kindly refer to <https://www.gtiaviationtraining.co.uk/collaborative-decision-making>

For list of already registered delegates please email info@gtiaviationtraining.co.uk