



**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: Introduction of 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 (APOC) Tour, Q&A
- APOC Centre Presentation
- Networking Lunch & Farewell Reception

#### Certificates Award

Group Photos

Departure

### **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

\* 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/>



## **AIRPORT COLLABORATIVE DECISION MAKING: The Real Experiences of Airports**

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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