Subject: Airport Collaborative Decision Making (A-CDM) & Airport Reservation Office (ARO)

From: Aviation Services

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As communicated at several Airline Operators Committee (AOC) Meetings and Working Groups, on November 20, 2018, the A-CDM project team is happy to advise that the A-CDM platform will commence the system testing & validation phase of the project which will bring us one step closer to becoming the first North American airport to implement this exciting operational procedure. As we move from a "First Come, First Served" to a "Best Planned, Best Served" operation in Toronto, A-CDM will provide all users with a common situational tool for all aircraft movements, predictability of the aircraft turn around process, and accurate information through interfaces with NAV Canada and our Airline Partners.

System Validation & Testing commencing November 20, 2018:

Manager, Operations Airport Flow (MO-AF) position in the IOCC:
MO-AF will commence a transition period of 4-6 weeks to assume full responsibility of airport flow;
  i.   To become the single point of contact for aircraft flow & A-CDM processes
  ii. To assume the day-of accountability of the Resource Management Unit (RMU) & Apron Management Unit (AMU)

  ➢ Launch A-CDM in shadow mode:
        i.   For testing & validation of A-CDM data exchange
        ii. A-CDM system rule validation
        iii. A-CDM KPI validation

> ➢ No change to current push back procedures for flight crews
> ➢ Collect, analyze, and share KPI data with all airlines and ground handlers
> ➢ Weekly governance calls and reports provided to all airline and groundling partners

A-CDM Trial(s) commencing February 6, 2019:

> ➢ Select and run trials during specific windows including selected snow events as per the Operational Readiness & Testing (ORAT) Plans
> ➢ Implement pilot "call ready" process with AMU. (AIC to be published January 03, 2019)
> ➢ Target Off Block Time (TOBT) and Target Start Approval Time (TSAT) displayed on Advanced Visual Display Guidance System (A-VDGS)
> ➢ AMU utilizes A-CDM TSAT for sequencing of aircraft push/taxi from stands including General/Business Aviation
> ➢ Re-establish the Airport Reservation Office (ARO) procedure for General/Business Aviation

Airport Reservation Office (ARO)

As mentioned above; to support the implementation of Airport Collaborative Decision Making (A-CDM), and the most efficient use of Toronto Pearson runway capacity, the Airport Reservation Office (ARO) will be reinstated to capture 100% of all aircraft movements at Toronto Pearson. General and Business Aviation aircraft will be subject to the departure and arrival reservation process during the normal operating hours of 0630 to 0029 local. This on-line reservation requirement will commence in conjunction with the A-CDM trials in the beginning of February 2019 noted above.

There are no changes to the Night Flight Restriction Program as published in the Canada Air Pilot or Canada Flight Supplement.

Communication on obtaining access to the Online Coordination System (OCS) tool will be communicated with a Directive detailing the ARO process. Further questions regarding the ARO may be forwarded to aro@gtaa.com

A-CDM Go-Live: Approximately April 2019
The A-CDM Implementation Team will issue an additional advisory prior to the commencement of the A-CDM Go live date. Airline, Ground Handling, and Government Agency Partners are encouraged to request in-depth A-CDM briefings, role specific procedural training, and A-CDM system access to the following:

A-CDM Implementation: a-cdm@gtaa.com