



Supercedes: 2019-A-011

Directive # 2019-D-008

Subject: Airport Collaborative Decision Making (A-CDM) Trials

From: Aviation Services

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Effective Date: 2019-09-16

Purpose

The purpose of this Directive is to:

- inform operators that operational trials of A-CDM are scheduled to commence at **0600L on September 16, 2019;** and
- inform operators of the actions required of them during the trials.

Background

It is assumed that the recipients of this Directive are familiar with the GTAA-led, Airport Collaborative Decision Making (A-CDM) project at Toronto Pearson, which aims to increase the efficiency of the airside operation.

A-CDM will provide improved situational awareness and allows the airline, its service providers and the airport to operate proactively. More accurate and regular flight status updates help airport partners anticipate arriving aircraft, prepare them for the next flight and achieve on-time departure, with optimum productivity of resources.

For those who would like more information on A-CDM, this can be seen at www.torontopearson.com/acdm.

The Project Steering Committee (comprising the GTAA, Air Canada, WestJet and Nav Canada) has decided to commence operational trials. These are designed to:

- align air crew and operational staff to the new processes;
- validate the performance of the A-CDM system and recalibrate it, as required;
- validate new operational and support processes;
- validate the operational benefits; and

- determine the readiness for full operational use of A-CDM, in the Spring/Summer 2020.

Trial Period: September 16 to October 31, 2019

Action Required:

From 0600L on September 16:

- Pilots are required to "Call ready", in accordance with the Nav Canada Aeronautical Information Circular 27/19 (published on August 15, 2019)
- Airlines and/or ground handlers are required to Update Target Off Block Time (TOBT) times (formerly ETD) to an accuracy of +-5 minutes

[Note: If they have not already done so, aircraft operators, pilots, ground handling agents, government agencies and other aviation personnel, should apply for Portal Access to have access to the tools required to view and update trajectories in A-CDM. The Application Form for Portal Access can be found at www.torontopearson.com/acdm .]

The Project Steering Committee will monitor both operator compliance and the quality of the TOBT updates. The Committee will also review the outcomes of the shorter duration trials and might make adjustments to plan, which would be communicated separately to the participating organizations.

The Advanced Visual Display Guidance System (A-VDGS) will display the TOBT during the Trial Period. The GTAA Apron Management Unit (AMU) will use the Actual Ready Time (ARDT) to sequence aircraft push back and taxi from the stands.

Also, during the Trial Period, a number of shorter duration trials will be conducted, to test different aspects of the system and operation. These will be communicated separately to the participating organizations. During these shorter duration trials, the A-VDGS will display both the TOBT and Target Start Approval Time (TSAT). The AMU will use the TSAT to sequence aircraft (including General/Business Aviation) push back and taxi from the stands.

The GTAA Manager Operations, Airport Flow (MO-AF) is the single point of contact for aircraft flow/A-CDM processes and have the day-of accountability for the Resource Management Unit (RMU) & Apron Management Unit (AMU). Should Airline Operators, Ground Handling, and Government Agency Partners have questions relating to A-CDM or the trials, they are encouraged to contact the MO-AF at 416-776-2236 or at acdm@gtaa.com.



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