



A-CDM – The ADVANCED way of Collaborative Decision Making

Successful airport management is based and depends on common understanding and agreement between all stakeholders. Suitable tools can and should support this process – the A-CDM tools.

Zurich Airport was the first airport that benefits from A-CDM:

- ✓ A- CDM brings airports, airlines, air traffic control and ground handlers together to share information important to all
- ✓ A-CDM assists all airport partners in coordinated decision making
- ✓ A-CDM optimises the complete airside process of an airport
- ✓ A-CDM increases the efficiency of airport operations
- ✓ A-CDM is in operation since March 2003 at Zurich Airport

An important part of the A-CDM product suite is darts – the departure manager

darts is the world's first and proven operational departure manager. darts calculates and continuously updates

- ✓ the optimal take-off runway
- ✓ the optimal take-off time to achieve best use of the available airport airside capacity
- ✓ the optimal off-block and start-up time

in accordance to the status of airspace, airport and airline operations.

The A-CDM product suite enables each major airport to become an airport which is operating like a well working Swiss clockwork.

- ✓ More information: www.delair.de





One system – many benefits

darts contributes to improve the capacity of the airport infrastructure and to attain environmental as well as economical benefits.

Capacity

- ✓ The constant comparison of planned with current operations permits to compile an optimal schedule at all times and to better manage the capacity of the runway system at peak time with 1 to 2 additional departures per hour.

Environment

- ✓ Approximately 35% of nitrogen oxides emissions from aircraft within the LTO-cycle are emitted at ground during taxiing and take-off.
- ✓ darts optimises the operational procedure of aircrafts improving the departure sequencing, thus reducing unnecessary waiting of aircrafts queued with engines at idle during taxiing.

Cost savings

- ✓ The reduction of taxi time results in a reduction in fuel consumption. With the implementation of darts in 2004 more than 1 mio. liters of kerosene was saved which corresponds approximately to 20 tank wagons or ca. 14 full tanked A330.

Benefits in Figures (calculated for the reference year 2004)

Environment	Capacity	Costs savings
minus 4 tonnes NOx	1 to 2 additional movements/h	1,150 tonnes less fuel/a
minus 4 tonnes HC		1,08 mio. € in savings/a
minus 34 tonnes CO		
minus 3,620 tonnes CO ₂		