

BEYOND THE PANDEMIC – COLLABORATING FOR SAFE AND SUSTAINABLE OPERATIONS

9TH – 12TH MAY 2022

CDM IMPLEMENTATION IN TANZANIA

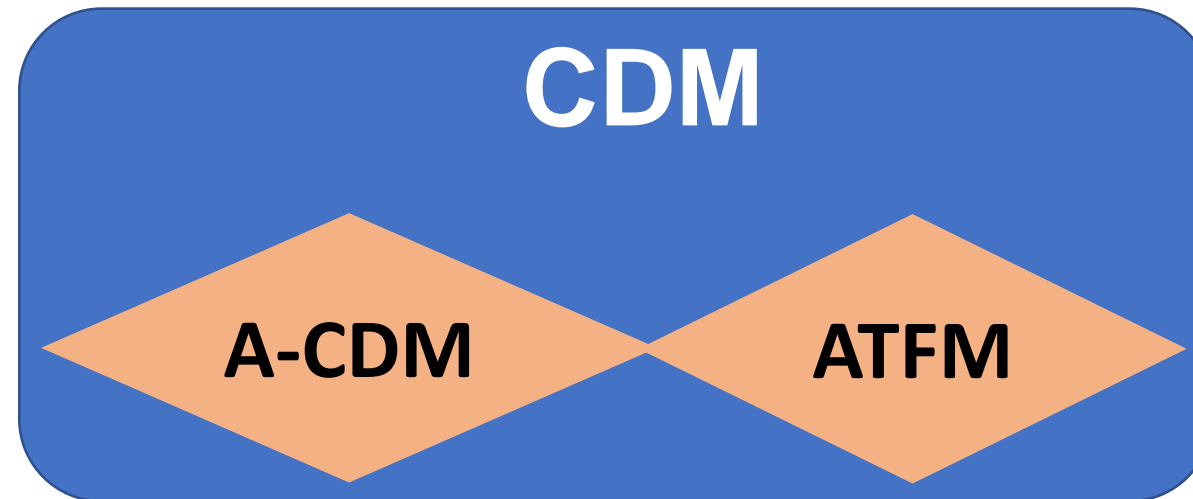
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TCAA*

OUTLINE

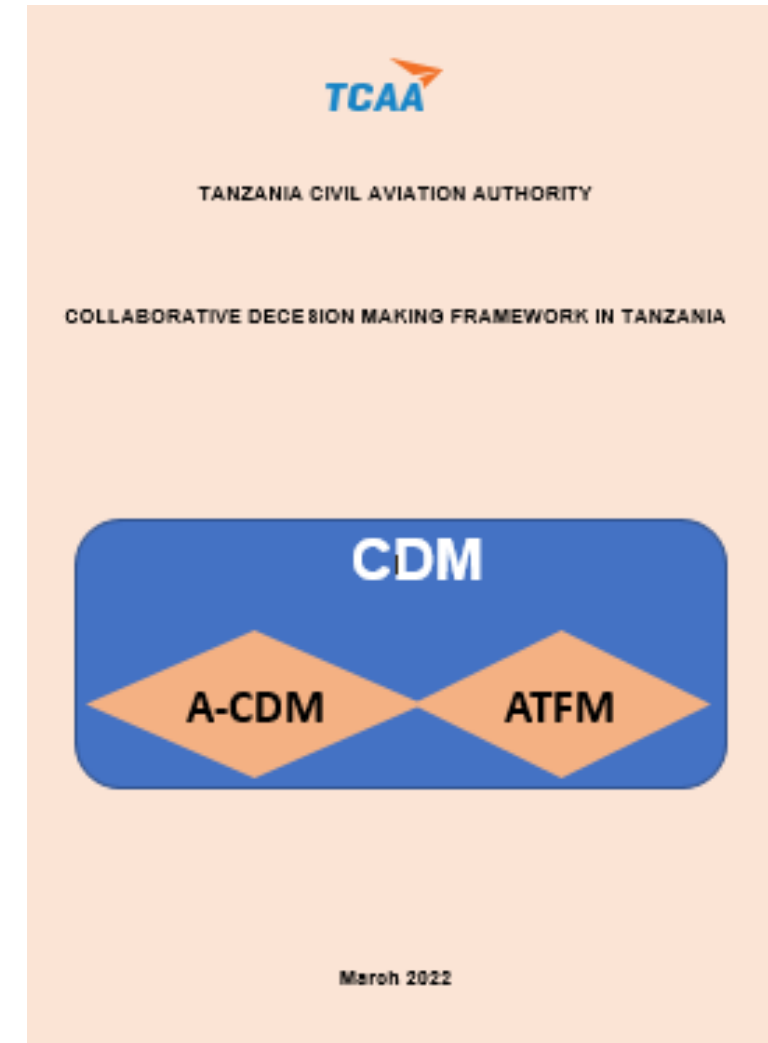
- A. CDM Concept
- B. CDM Framework and its implementation
 - ✓ A-CDM
 - ✓ ATFM
- C. Benefits
- D. Challenges

CDM is about improving the way ATM stakeholders work together in **sharing information** at all organizational levels to ensure that **better ATM decisions** are made by the **right person** with the **right information** and data and the **right input from others**. (*ICAO Doc 9882, 2008*).



Framework is in place; (2021-2025)

- a) Purpose
- b) CDM Organization
- c) CDM participants/Stakeholders
- d) Roles and Responsibilities of Participants
- e) CDM process
- f) Training
- g) Assessment and Continuous monitoring of CDM

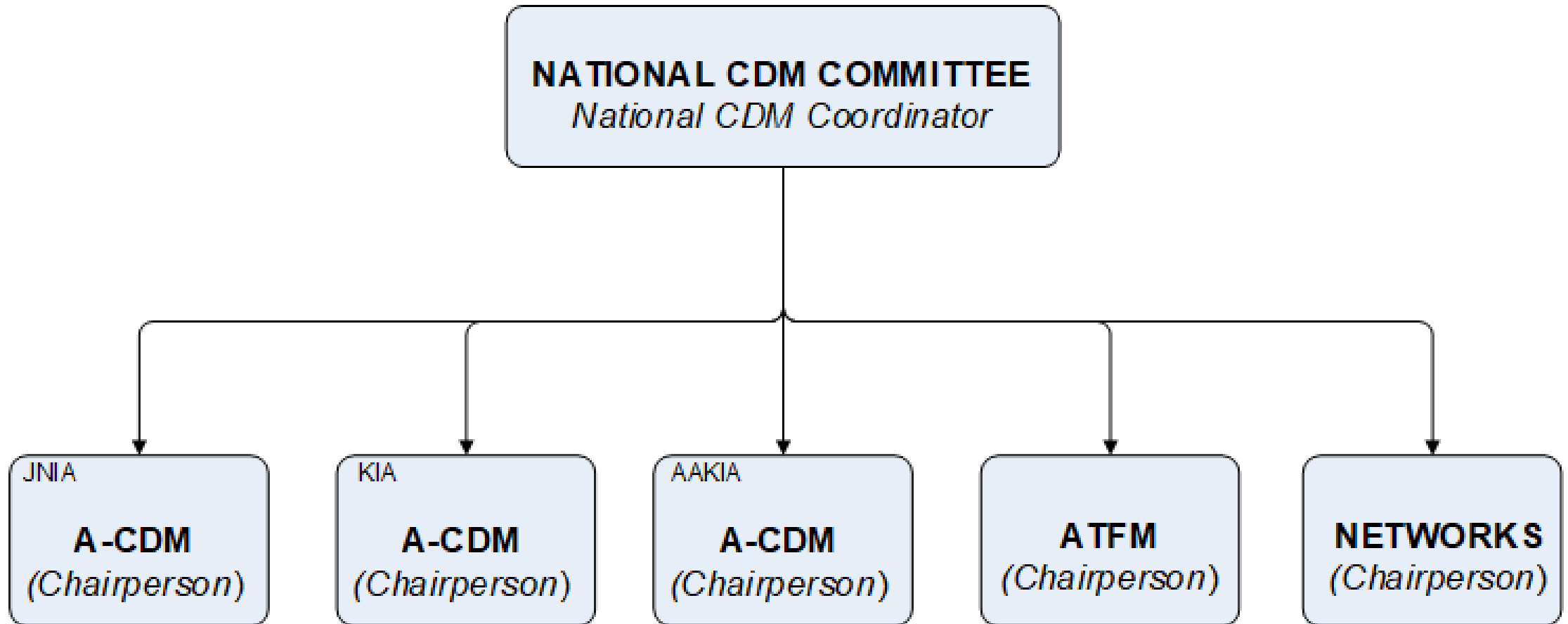


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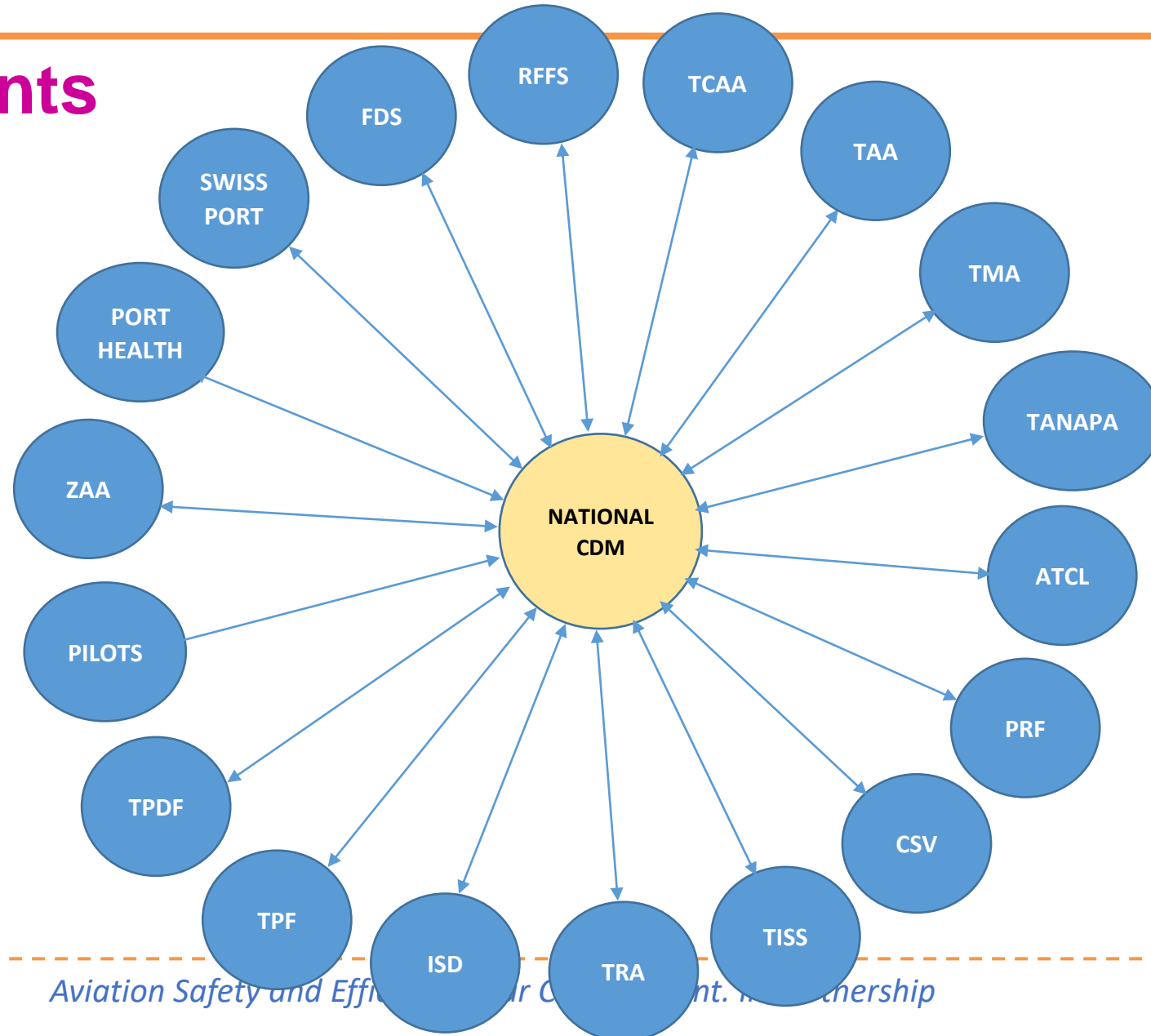
- h) A-CDM implementation
- i) ATFM implementation
- j) Action plan (*attachment 1*)



CDM Organization



CDM Participants



CDM Participants

S/ N	ORGANIZATION	NUM BER
1	TCAA (ANSP)	3
2	TAA (Airport Operator)	1
3	ZAA (Airport Operator)	1
4	TPDF (Military)	2
5	ISD (Immigration)	1
6	TMA (Meteorological services)	1
7	PRF – Precision Air (Airline)	1
8	ATCL (National Airline)	1
9	SWISPORT (Ground Handler)	1
10	Pilots Association	1
11	CSV–Coastal Travel (GA)	1

12	Port Health	1
13	FDS - Flying Doctors Services	1
14	TANAPA (Airstrips owner/operator)	1
15	TRA (Customs)	1
16	RFFS (Airport firefighting services)	1
17	TPF (Police)	2
18	TISS (State Security)	1
TOTAL		22

CDM Process

1) Sharing of Information

- ✓ **Aeronautical Information - AIXM**
- ✓ **Flight and Flow Information - FIXM**
- ✓ **Surveillance information - ASTERIX**
- ✓ **Infrastructure status - *modified AIXM***
- ✓ **Meteorological information - WXXM**

2) Areas to be involves in CDM

A/c operations activities from Gate-to-Gate

Training

- 1) Level 1: Awareness on A-CDM/ATFM to all stakeholders**
- 2) Level 2: Training on A-CDM/ATFM process to staff engaged in activities of aircraft operations**
- 3) Level 3: Specialized training on A-CDM/ATFM to national CDM committee and subcommittees' members**

Assessment and Monitoring of CDM using 11 KPAs described in GATMOC (doc 9854), Appendix D

1. Access and equity
2. Capacity
3. Cost effectiveness
4. Efficiency
5. Environment
6. Flexibility
7. Global interoperability
8. Participation by the ATC community
9. Predictability
10. Safety
11. Security

A-CDM Implementation

1. JNIA A-CDM; Implemented, Stakeholders meet every morning of working days to assess and resolve issues of previous day. Awareness to enhance CDM culture, in progress.
2. AAKIA A-CDM; To be implemented
3. KIA A-CDM; To be implemented

ATFM Implementation

- ✓ Initial assessment indicated that ATC capacity in Tanzania is well above the demand. Full ATFM implementation is beyond the scope of the current framework.
- ✓ The scope of ATFM in the current framework, involve the following activities.
 1. Determination of airport capacity (Interl. Airports)
 2. Determination of runway occupancy times (Interl. Airports)
 3. Implement CCOs and CDOs
 4. Conduct case study for implementation of DMAN/AMAN

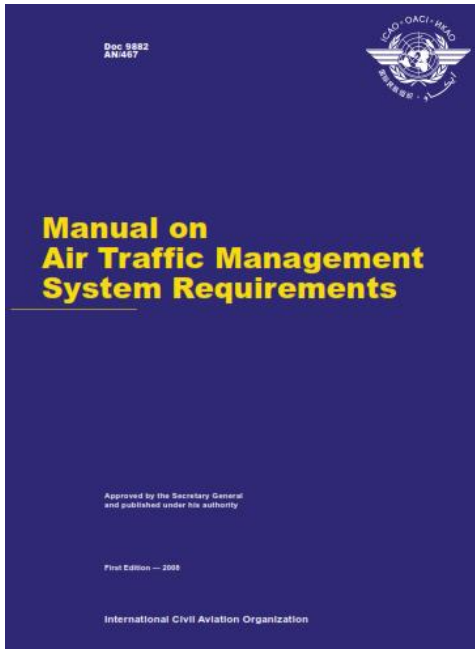
ATFM Implementation

- ✓ The scope of ATFM in the current framework, involve the following activities.
- 5. Implementation of free plannable routes in designated portions of airspace.
- 6. Establish RPAS control unit for management of RPA in controlled airspace and at control aerodromes.

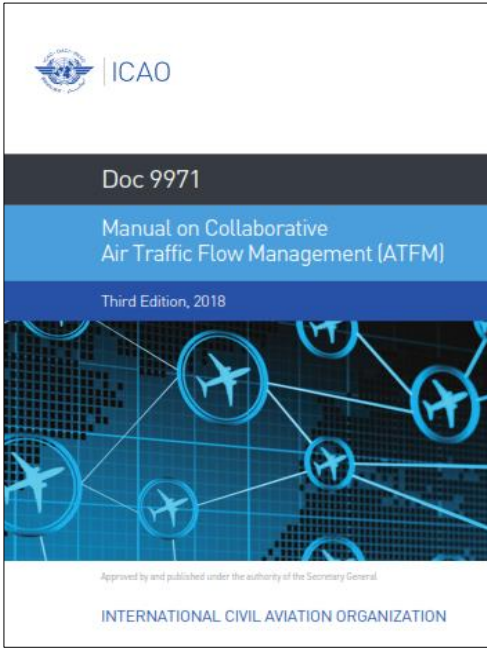
- a) Improve predictability
- b) Flexible pre-departure planning
- c) Reduce apron and taxiway congestion
- d) Improved airport operational efficiency (e.g. better use of gates, fewer last-minute gate changes).
- e) Improved airport image from the passengers' point-of-view.
- f) Improved stability of operations in adverse situations
- g) Decrease in Air traffic controllers workload

- a) Inadequate Interconnectivity among CDM participants for information sharing
- b) Lack of standardized platforms for data sharing.
- c) Unreliable source of funding to implement CDM because of multiple players/participants with varying priorities.
- d) Lack of reliable secondary data to conduct studies on CDM.

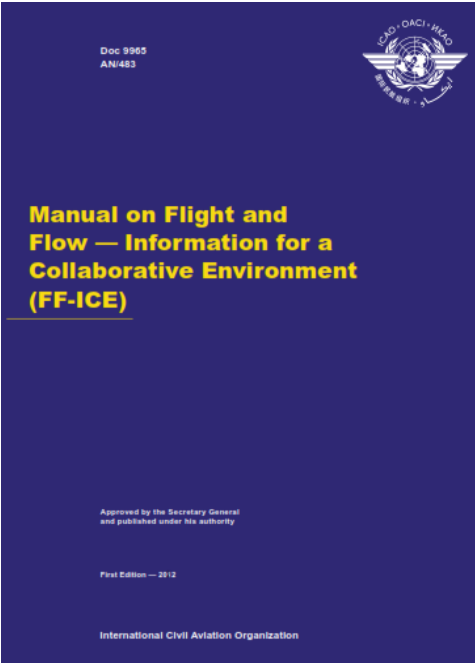
Doc 9882



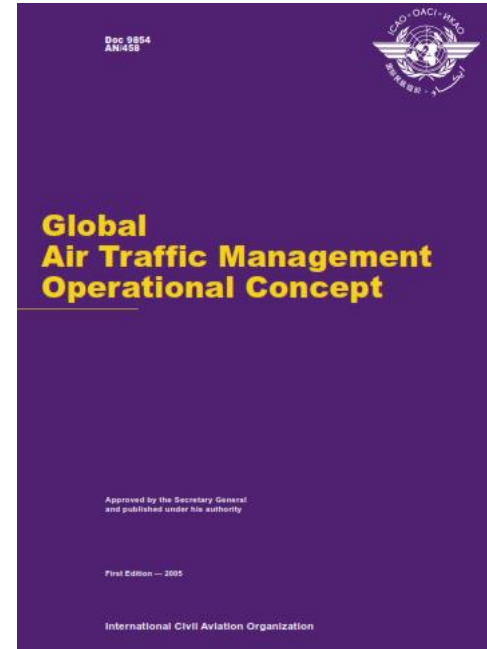
Doc 9971



Doc 9965



Doc 9854



CANSO

