



# AIRPORT-31 — Airport CDM (levels 1, 2 & 3)

An airport is considered as achieving Airport-CDM when the Airport CDM information sharing, turnaround process, (milestone approach), variable taxi time calculation elements, collaborative pre-departure sequence and CDM in adverse conditions are applied at the airport. This is the Eurocontrol definition of Airport CDM. The CDM concept meets the Service Oriented Architecture approach.

**Category** SYSTEM

**Stakeholder** **Airport Operator**  
*Civil*  
Civil APT operator

**V3 End** -

**V4 Start** -

**V5 Start** -

**V4 End** -

**V5 End** 31-12-2007

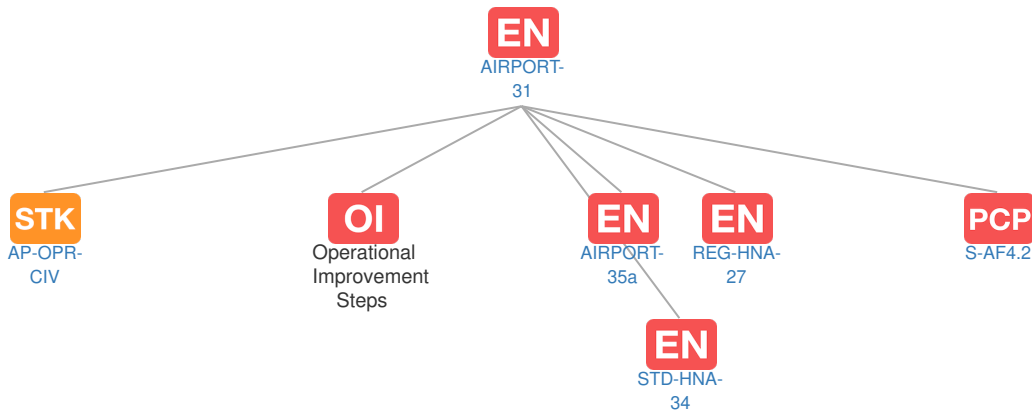
**Airport Operator:** -  
*Civil*  
Civil APT operator: -

**IOC** 26-06-2010

**FOC** 26-06-2014

## Context

### Related Elements



## OI Operational Improvement Steps

Code	Benefits start date (IOC) - Full benefit date (FOC)																										
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
AIRPORT-31																											
AO-0601																											
AO-0603																											
AO-0801-A																											
AO-0802-A																											
AO-0803																											
AO-0814																											
AO-0819																											
AO-0822																											

## EN Dependent Enablers

Relationship	Code	Title	Related Elements
Has successor	AIRPORT-35a	Airport CDM (level 4 - CDM integrated with passenger process)	
Enabled by	REG-HNA-27	Regulatory Provisions for A-CDM (levels 1,2, & 3)	
Enabled by	STD-HNA-34	Non-ICAO provisions for 'Airport CDM (levels 1, 2 & 3)'	

## PCP PCP Elements

Code	Title	Related Elements
S-AF4.2	Collaborative NOP	 

## STK Stakeholders

Code	Title	Related Elements
AO	Airport Operator	
AP-OPR-CIV	Civil APT operator	

Standards: No associated data

Implementation Objectives: No associated data

Stakeholder Lines of Action (SLoAs): No associated data



SESAR Workpackages: No associated data