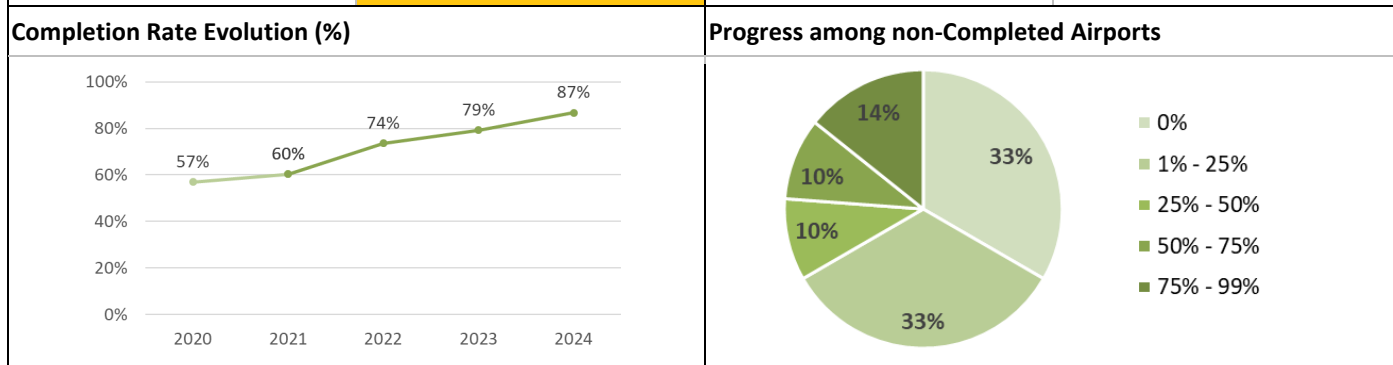
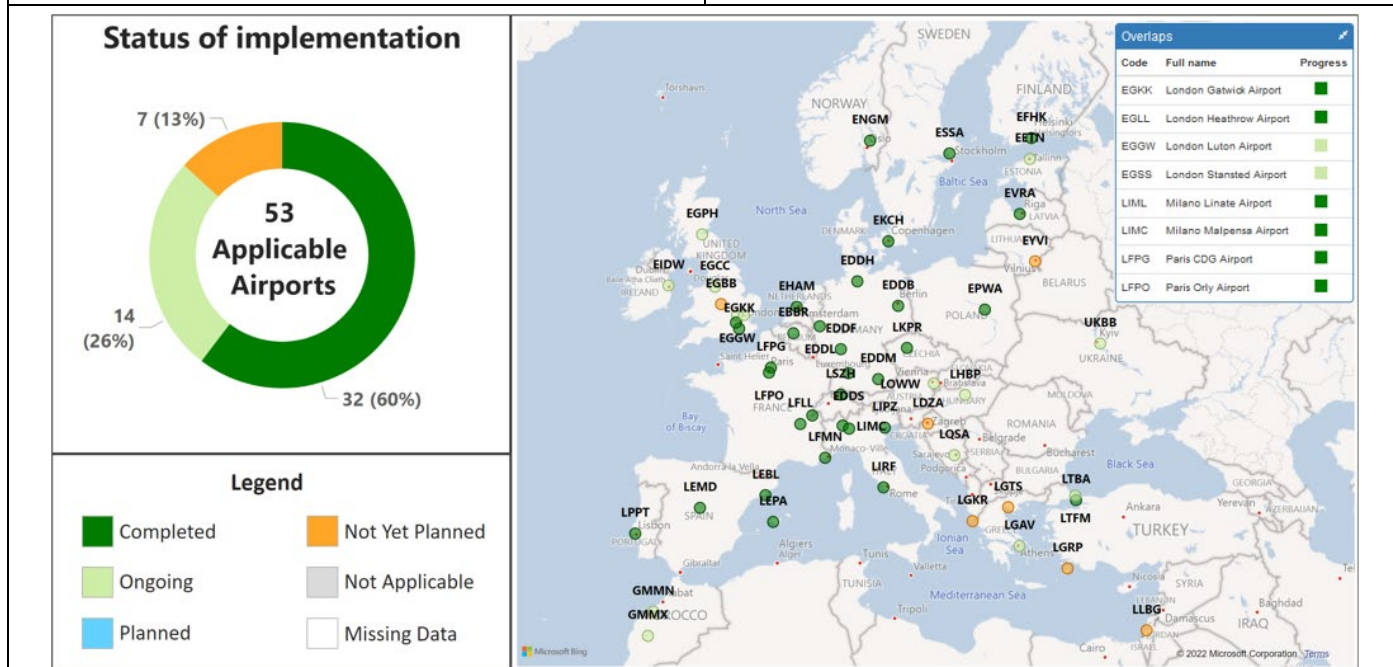


	<h2>SESAR Solution – Nil</h2>		
	<b>AOP05 Airport CDM</b>		
<b>Stakeholders</b>	ANSPs Airport Operators Airspace users NM	<b>Expected Benefits</b>	Capacity Operational efficiency Cost efficiency Safety Environment Security
<b>FOC</b>	31/12/2020	<b>OI Steps / Enablers</b>	AO-0501, AO-0601, AO-0602, AO-0603, TS-0201
<b>Estimated achievement</b>	31/12/2024	<b>CP1 AF &amp; SDP Family</b>	-                      -
<b>Status</b>	<b>Late</b>	<b>ICAO ASBU</b>	ACDM-B0/1, ACDM-B0/2, NOPS-B0/4



AOP05 was substantially changed. A more reliable evolution rate will be available after next cycle. This year showed gradual progress to 60%, with estimated achievement by 2024.

4 Airports (EYVI, EGBB, LDZA, LLBG) with “late” or “ongoing” 2020 changed status to ‘NYP’, either due to COVID (negative impact traffic; budget) or other – not clarified – reasons.



- Progress is difficult to show due to the change in the applicability area (1 Airport taken out LTAI; 3 Airports added but with status NYP - LTGS, LGKR and LGRP; 2 Airports added (EDDH, EDDS - status completion), and the change in the objective itself. A more reliable comparison will be available after next cycle.
- The SLoA regarding the definition and implementation of variable taxi-times and pre-departure sequencing procedure (i.e. initial DMAN) according to airport CDM Manual guidelines is no longer part of this objective.
- Nearly 20% of the Airports in the applicability area (LOVV, LQSA, EETT, LLBG, EYVI, EGBB, EGCC, EGGW, EGSS) reported delay in some activities within this objective due to COVID-19 (related to budget or not sufficient traffic to perform validations)