TAM – Total Airport Management
an evolutionary approach to managing an airport

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Content

TAM why?

TAM - What is needed? & Working with TAM

DLR - Recent Work & Outlook
Airport Processes

**objective:**

processes on landside and airside should be better coordinated, optimised and operated on the basis of performance indicators, which are mandatory for all the stakeholders involved in the processes

➔ Total Airport Management
Airport Processes

Management by KPI

KPI - Key Performance Indicator
TAM – Expanding the Scope of A-CDM
TAM – What is needed?

open view for airport operations (situation awareness, land- and airside)

What is happening at the airport?
Who is doing what?
What is the capacity utilization?

recognizing and understanding any upcoming disruptions to operations in advance (t0 \(\rightarrow\) end of day of ops)

example

reduced capacity
e.g. due to the weather

Delays expected
e.g. due to the reduced capacity
**TAM – What is needed?**

- Coordinated planning of airport processes on landside and airside (resources, staff)
- Definition of valid KPIs in order to monitor and benchmark airport performance
- Understanding of the consequences of the stakeholders’ own actions on the operations of other stakeholders
Working with TAM

pro-active reaction to disruptions

flow, RWY 23, ARR

manual adaptation of parameters

demand, RWY 23, ARR

flow expected

proposal of a flight sequence

mutual acceptance of a mandatory set of KPIs, which influences the operations of all the stakeholders

stability of operations

14:00-22:00

punctuality

efficiency

throughput

emissions

connectivity

1

2

3

high prioritization

average prioritization

low prioritization

1

3

?
DLR – recent work

**development of concepts**
- operational concepts
- technical concepts
- simulation concepts
- validation concepts

**functionalities and tools**
- Total Operations Planner (TOP), traffic planning system
- client working positions to interact with TOP
- PaxMan, monitoring and assessment of passenger processes and prediction of passengers’ readiness
- video wall for situation awareness
- simulation environment for test campaigns
- systems for analysing, tactical systems etc.
DLR – outlook

- Evaluation of the planning system TOP – benefit assessment
- Development of advanced concepts
- Tests of functionalities and tools in real environment etc.

APOC light - DLR in Brunswick

Hamburg Airport
DLR – APOC environment
Need more Information?

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