Today Paris-Charles de Gaulle Airport handles over 65 million passengers and nearly 500,000 aircraft movements per year. An aircraft is landing or taking off every 30 seconds at peaks of activities... On the busiest days, an average of 200 passengers are arriving or departing every minute. In April 1996, AIR FRANCE-KLM implemented its main international hub at Paris-Charles de Gaulle. This tour de force was achieved by AIR FRANCE and ADP Group teams, while infrastructures were not initially designed for connecting passengers flows of this magnitude. The Paris Charles de Gaulle Hub today offers more than 25,000 weekly connecting opportunities to nearly 15 million passengers per year, one of the best performances in the world. Such multimodal connections super-platforms don't cope well with the hazards that can tamper with the huge system underneath. That is where the CDM takes its substance.

This important term 'Collaborative Decision Making' covers many technological innovations but is the result of a simple idea: together we are stronger to deal with our common destiny. It is so simple that it took several years of maturation for each of the CDM Paris-Charles de Gaulle historical actors to take ownership. As many powerful and simple concepts, it is often complex to implement, even more when its core is based on humans.

For Paris-Charles de Gaulle, it started in 2004. In November 2010 a maturity milestone was reached, with the introduction of the label A-CDM by Eurocontrol, following the commissioning of the Partnering Departures Local Management (Collaborative-Pre Departure System). This was the first step of a complex system in constant evolution. It embeds the data and tools of airlines' airport operator and air traffic control, and aims to optimize the flow to the runway, incorporating mainly local constraints. Aside many initiatives that have been implemented of the essentials is the weather web site developed by local teams of CDG meteorological station (which is operated by Météo France H24/D365) called "AEROGRAMME". It gives us a prospective picture of the weather for the coming weeks and is updated in real time according to the need and forecasts.

Indeed "to work and decide together" means that the various partners should make it real every day. Easier said than done for each partner has his own a culture and history. This is where women and men from everywhere learn to meet, transcend their differences and come together to write a new page in the history of CDG. I have not participated in this epic but my experience allows me to measure the daily courage and sacrifice it took them to move forward. While each hazard could have divided them in this critical and fragile construction phase, they were able to come together as we do today to deal with the unlikely.
The CDM@CDG is a team of employees (from Group ADP, the ANSP and also Météo France) who take turns every day to monitor and supervise the flow of air traffic, listen and advise airlines in their real-time operational decisions. Weather forecasters from Météo France, Airside Manager on duty from Group ADP, and Technical Chief Officer of Météo France are in a direct contact with the air traffic control and, in particular, the Chief of the tower, they share information and drive the airside operations. They are the first step of the CDM monitoring system and the actors of the operational monitoring. If the parameters were to diverge (departure delays, weather, etc.), they act as lookouts who, through an alert network, will lead stakeholders on call for CDM@CDG, to decide whether to activate the airside CDG collaborative decision centre.

Since the fall of 2011, the CDM@CDG team has been benefiting a fully equipped control and operations control room that many of our international colleagues come to visit: the CDM base. It brings together the computer systems of the four historic partners and is open to every Paris-CDG airlines. It is in this room that Weather Chief of staff and her deputy combined with Groupe ADP, AIR FRANCE and CDG ANSP (among others) colleagues, gather to share and decide the measures to take in order to preserve and ensure the strength and safety of the CDG airside operations. There, during adverse conditions of exploitation, and especially during winter weather events that may expand on several days or even weeks, men and women will take 12h to 24h turns to ensure this CDM permanent decision-making.

They all will share their information and knowledge to understand, analyze, share, and eventually decide together of the most appropriate to Paris-Charles de Gaulle operations stand, keeping in mind as much as possible the afterwards, aiming for a return to normal as soon as possible.

This structure, combined with technical and human resources of the Aéroports de Paris winter service, has been extensively tested during the winter of 2012/2013. It gave full satisfaction to Paris-Charles de Gaulle's customers. At the end of the day nearly 7,000 aircraft defrosted, 60 cm of snow accumulated during the season and, on 25 February 2013, we have set a record with more than 420 aircrafts defrosted in a single day, or 70% of departing aircraft on that day for an average rolling time of 25 minutes including defrost... that is to say that the
performance of the whole system has been extensively tested and proven. It was not achievable without the close and strong support of Météo France.

The CDM@CDG is a great desire to succeed together. Today we have this approach for all of the great achievements of Paris-Charles de Gaulle, where each partner is associated upstream from the decisions on the project, to its security studies and its implementation. General contamination or collective heresy, every Paris-Charles de Gaulle projects is now subject to a CDM approach even beyond the airside point of view. It is the advent of "CDG2.0 !" We remain humble, for the task is important: we must attune the energy of 90 000 people. But the momentum now seems irreversible to everyone...

Which concrete results of this collective will? 2 minutes... This is the average rolling time we now save for each flight leaving Paris-Charles de Gaulle, thanks to the commissioning of the GLD-C. 5300 tons of kerosene per year... At the current price of Platts, we need to enhance it to nearly 4.4 million euros in savings for our customers and 16,800 tons of carbon dioxide released less for our planet! What's to say that yes, it is worth the cost to listen, to understand each other and decide together to go forward!