

Acronyms:

A-CDM: Airport Collaborative Decision Making

AIBT: Actual In-Block Time

AO: Aircraft Operator

AOBT: Actual Off-Block Time

AOS: Airport Operations System

ASRT: Actual Start Up Request Time

ASAT: Actual Start Up Approval Time

ATC: Air Traffic Control (ANSP)

ATOT: Actual Take Off Time

CTOT: Calculated Take Off Time

daa: Dublin Airport

DCL: Datalink Clearance

DPI: Departure Planning Information

EOBT: Estimated Off-Block Time

FUM: Flight Update Message

HA: Handling Agent

IAA: Irish Aviation Authority

MTTT: Minimum Turn-round Time

NMOC: Network Manager Operations Centre

PDS: Pre-Departure Sequencer

SOBT: Scheduled Off-Block Time

TOBT: Target Off-Block Time

TSAT: Target Start Up Approval Time

TTOT: Target Take Off Time

VTT: Variable Taxi Time

TOBT communication:

The TOBT is reported and or adjusted in one of the following ways;

- A-CDM portal (AOS).
- AOS mobile application.
- AO/HA IT interface with daa.
- Advanced Visual Docking Guidance System (specific stands)
- By telephone via Dublin Airport Control Centre on; + 353 (0) 1 814 4352.

TSAT communication:

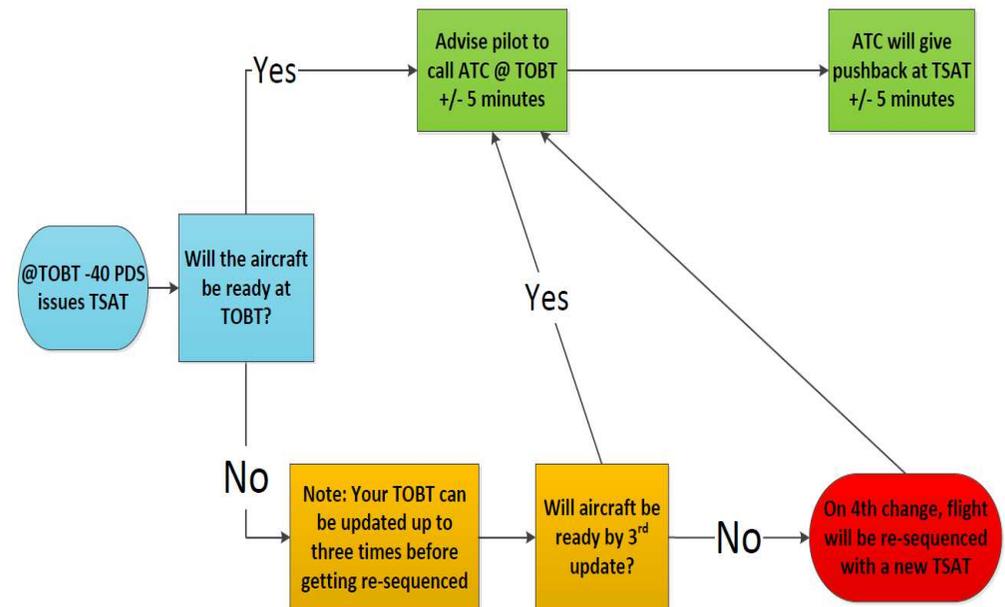
The TSAT will be transmitted in one of the following ways;

- A-CDM portal (AOS).
- AOS mobile application.
- AO/HA IT interface with daa.
- DataLink Clearance (DCL).
- Advanced Visual Docking Guidance System (specific stands)
- Via VHF radio transmission (post ASAT)

Roles and Responsibilities:

- Airlines or their handling agents are responsible for the entry, update and if necessary, deletion of TOBTs.
- Air Traffic Control / PDS are responsible for issuing TSATs.
- Dublin Airport (daa) are responsible for; (1). providing a common A-CDM sharing platform to all users, i.e. AOS. (2). issuing DPI messages to the NMOC for each flight.
- EUROCONTROL / NMOC are responsible for issuing FUM messages to Dublin Airport for each flight.

A Ground Handlers Guide to A-CDM Dublin Airport



Why A-CDM?

Airport CDM aims at improving the overall efficiency of airport operations by optimising the use of resources and improving the predictability of events. It's about partners working together and making decisions that will enable the most effective use of assets and infrastructure, based on more accurate and higher quality information, where every bit of information has the exact same meaning for every partner involved.

Ground handlers and airport operators will benefit from more accurate arrival times, increased predictability of flight movements and more efficient use of existing resources.

Target Off Block Time (TOBT):

- TOBT is the time that an Aircraft Operator / Handling Agent (AO/HA) expects the aircraft to be ready to leave its stand.
- First TOBT will be defaulted with the Estimated Off-Block Time (EOBT) at -120mins.
- TOBTs require updating if they differ by +/-5mins from the previous declared TOBT.
- TOBT can be adjusted as often as necessary until the TSAT has been issued, i.e. TOBT -40mins.
- Once the TSAT is issued at TOBT -40mins, the TOBT can be updated up to **three** times and each time, a new TSAT will be issued, which may or may not be the same as the original TSAT.
- If a fourth update is required, the TSAT will be removed and the sequencing process starts again.
- It is the responsibility of the AO/HA to communicate the most up to date TOBT to the pilot.
- If pilots have called ready at TOBT but push and start is not immediately given, then there is no requirement to update the TOBT.
- Accurate and stable TOBTs enhance operations, as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.
- De-icing must be completed before an aircraft can report ready for push and start. De-icing times shall be taken into account when calculating the TOBT.

Target Start Up Approval Time (TSAT):

- TSAT is the time provided by ATC that an aircraft can expect to receive start up approval.
- TSAT will be issued at TOBT -40mins.
- A TSAT will remain valid up to TSAT +5 mins.
- Pilots will call at TOBT +/-5 minutes to confirm ready.
- Ground will endeavour to issue push and start clearance at TSAT +/-5 minutes.
- It is the responsibility of the AO/HA to communicate the TSAT to the pilot. TSAT will also be included in DCL messages.
- If a TSAT changes post clearance, ATC will communicate the revised TSAT verbally to the pilot. A revised DCL message will not be issued, post ATC clearance.
- TSATs should reduce queuing times at the runway hold, while maintaining a high level of utilisation.

Target Take Off Time (TTOT):

- TTOT is the time that an aircraft is expected to take off.
- Take-off clearance will be given at TTOT +/-5 mins.
- TTOT will be updated in line with any updates to the TSAT.
- TTOT is calculated by adding a VTT to the TSAT.
- The CTOT window will take precedence over the TTOT window.

Unable to meet your current TOBT?

- STEP 1; Update your TOBT.
- STEP 2; Resolve the problem or issue.
- STEP 3; Check if the flight is still able to push back at +/-5minutes of your current TOBT. If not, a new TOBT is required.

Ready Early?

- If you are ready to leave earlier than TOBT -5mins, you need to update your TOBT. The TOBT must be accurate to ensure your flight receives an accurate TSAT.

Start-Up (ASAT)?

- Start-up approval will normally be issued within +/-5mins of TSAT. This will always be after ASRT.
- If an aircraft is unable to push back at ASAT +5mins, the TOBT and TSAT are cancelled and a new TOBT shall be entered by the AO / HA.

EOBT and TOBT discrepancy?

The AO shall provide continuous updates of the EOBT in the flight plan;

- If TOBT > EOBT +15mins, the AO is obliged to send a delay (DLA) message.
- If TOBT < EOBT -15mins the AO can be assigned a better TSAT if a new flight plan is filed and the TOBT is updated.

Contact the A-CDM team at: A-CDM_Dublin@daa.ie

Webpage: <https://www.dublinairport.com/regulation-and-planning/regulatory/airport-cdm>

EUROCONTROL website: <http://www.euro-cdm.org/>

