A Pilots Guide to A-CDM
Dublin Airport

Process for Pilots:

- Manual updates to TOBT
  - Ensure ready to depart at TOBT (-5 to +5 minutes)
  - Latest time to call Delivery to request start up approval is TOBT +5mins
  - Earliest time to call Delivery is TOBT +5 mins
  - A TSAT will remain valid up to TSAT +5 mins

If your TOBT is updated, a revised TSAT will be issued

- Automatic updates to TSAT
  - 15 mins

- A-CDM:
  - Airport Collaborative Decision Making

- AIBT:
  - Actual In-Block Time

- AO:
  - Aircraft Operator

- AOBT:
  - Actual Off-Block Time

- ARDT:
  - Actual Ready Time (for Movement)

- ASAT:
  - Actual Start Up Approval Time

- ATOT:
  - Actual Take Off Time

- CTOT:
  - Calculated Take Off Time

- daa:
  - Dublin Airport Authority

- 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 Departures 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

DUB A-CDM webpage:
https://www.dublinairport.com/regulation-and-planning/regulatory/airport-cdm
**Target Off Block Time (TOBT):**

- The time that an Aircraft Operator / Handling Agent (AO/HA) expects to be ready to leave their stand.
- First TOBT will be defaulted with the Estimated Off-Block Time (EOBT) at (-)90mins.
- TOBT’s 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 (-)40mins, the TOBT can be updated up to three times (up to a defined time before TSAT (to be determined)) without losing priority in the Pre-Departure Sequencer (PDS).
- If a fourth update is required the flights TSAT will be removed from the sequence and the flight will get re-sequenced.
- It is the responsibility of the AO/HA to communicate the most up to date TOBT to the pilot.
- Accurate and stable TOBT’s enhance operations on ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.

**Target Start Up Approval Time (TSAT):**

- The time provided by ATC that an aircraft can expect to receive start up approval.
- TSAT will be issued at TOBT (-)40mins.
- Pilots will call at TOBT (+/-) 5 minutes to confirm ready.
- ATC will give push & start at TSAT (+/-)5 mins
- 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.
- Should reduce queuing times at the runway hold while maintaining a high level of utilisation.

**Target Take Off Time (TTOT):**

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

**Calculated take Off Time (CTOT):**

- Assigned by NMOC when flow restrictions are in place.
- Aircraft must depart within (-)5 to +10 minutes of its CTOT (as existing requirement).

**Pilot & ATC interface:**

**Push & Start:**

- Pilots should ensure that their flight is ready to depart at TOBT (window of -5 to +5mins). If a flight is not ready within this window then your airline or HA must update the TOBT.
- ATC Clearance (including DCL) shall be requested any time prior to TOBT from Delivery.
- Ground will endeavour to issue push and start clearance at TSAT (+/-)5 minutes.
- ATSAT will remain valid up to TSAT +5 mins.
- It is vital that pilots still call Delivery at TOBT (-/+5) minutes to report ready even if the TSAT is outside this window.
- In case of delays (>5 minutes) after ATC clearance has been received and / or a call ready at TOBT has been made, pilot shall inform clearance of the delay and a new TOBT must be sent by the AO/HA.
- If pilots have called ready at TOBT but push and start is not given by ATC in order to comply with the TSAT, there is no requirement to update the TOBT.
- If pilots have received their clearance and called at TOBT and Ground has not called to give push and start clearance by TSAT +5 mins, pilots are requested to re-call Ground, requesting push and start clearance.