Acronyms:
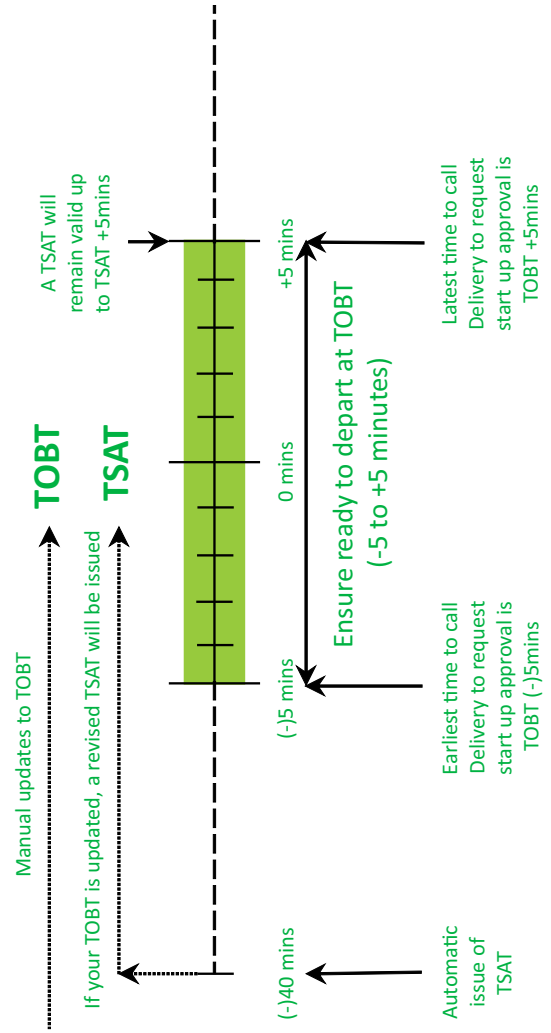
A-CDM: Airport Collaborative Decision Making

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

Process for Pilots:

TOBT
TSAT

A TSAT will remain valid up to TSAT +5mins

Manual updates to TOBT

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

+5 mins

0 mins

(-)5 mins

(-)40 mins

Latest time to call Delivery to request start up approval is TOBT +5mins

Ensure ready to depart at TOBT (-5 to +5 minutes)

Earliest time to call Delivery to request start up approval is TOBT (-)5mins

Automatic issue of TSAT

It is vital that Pilots still call Delivery at TOBT +/-5 minutes even if TSAT is outside this window

A Pilots Guide to A-CDM
Dublin Airport

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.

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).

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 (+/-)5 mins.
→ 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.

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.
→ A TSAT 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.