

Supporting
European
Aviation



Airport - Collaborative Decision Making

Variable taxi time

Dave Booth

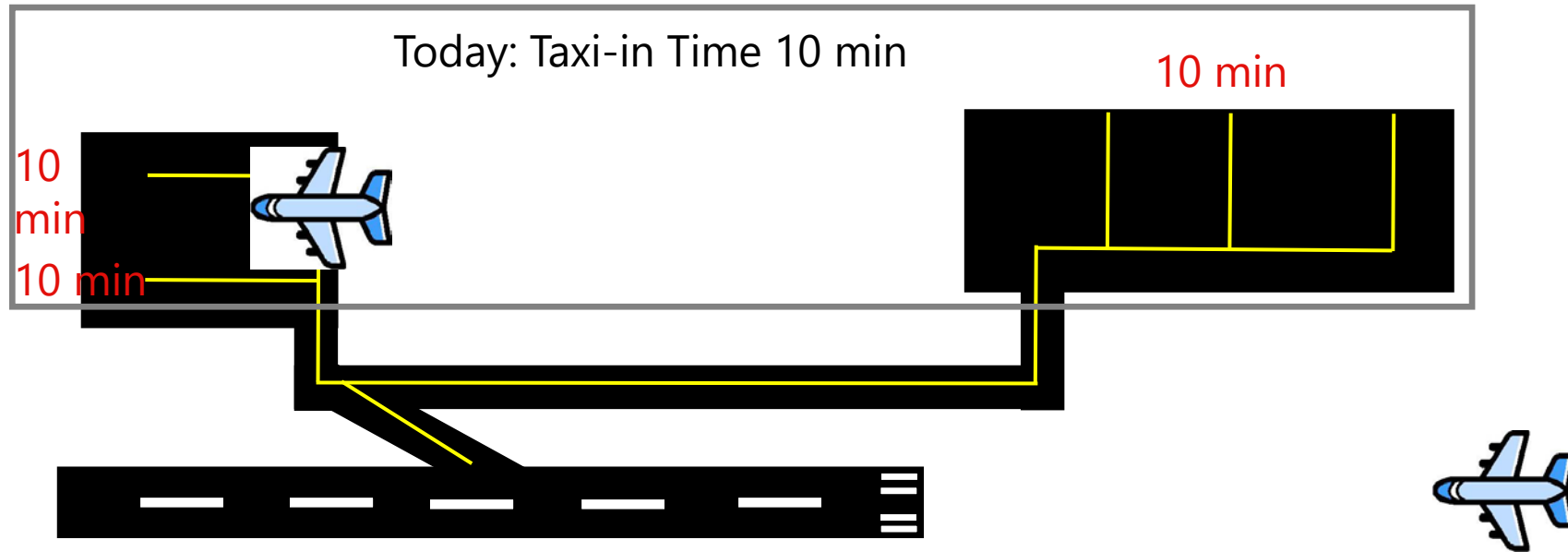
A-CDM Implementation Manager



NETWORK
MANAGER

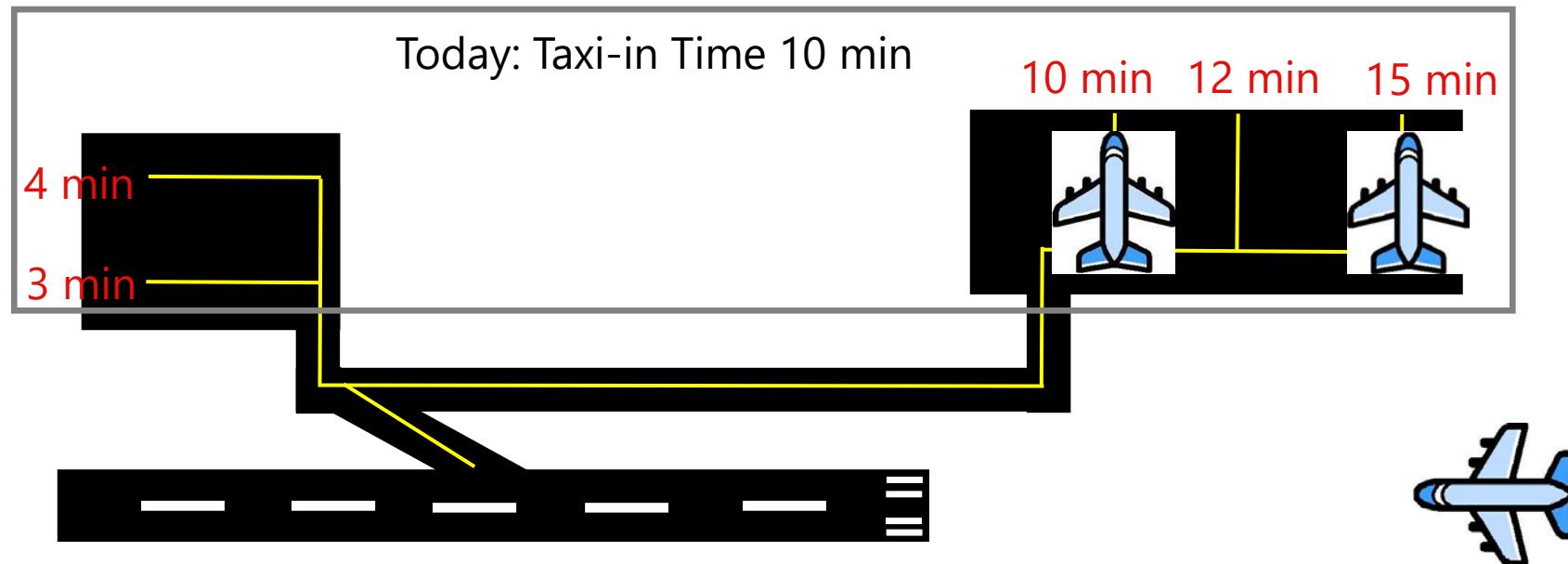


Variable Taxi Times - inbound

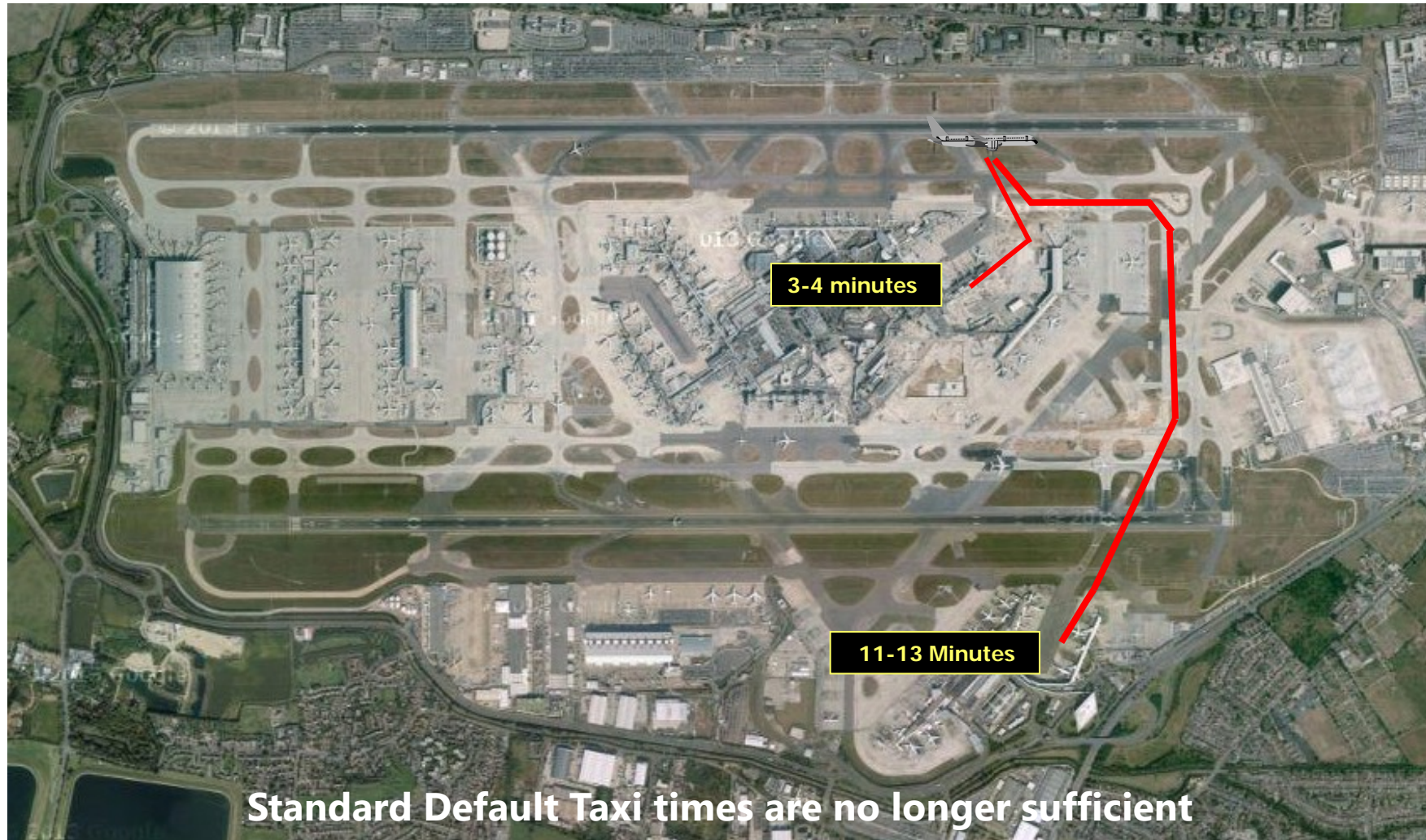


Variable Taxi Times - inbound

- Replace default times
- Individual Times based on RWY and target stand
- Improvement of Estimated In Block Time



Example: Heathrow taxi-in time variation



Standard Default Taxi times are no longer sufficient

Variable Taxi Times - outbound

- Determination of Taxi-out time taking into account the stand and assigned RWY
- Improvement of the Target Take off Time
- Provide the NMOC with a Variable Taxi Time via DPLs



VTT determination

Data collection



- Creation of VTT-tables

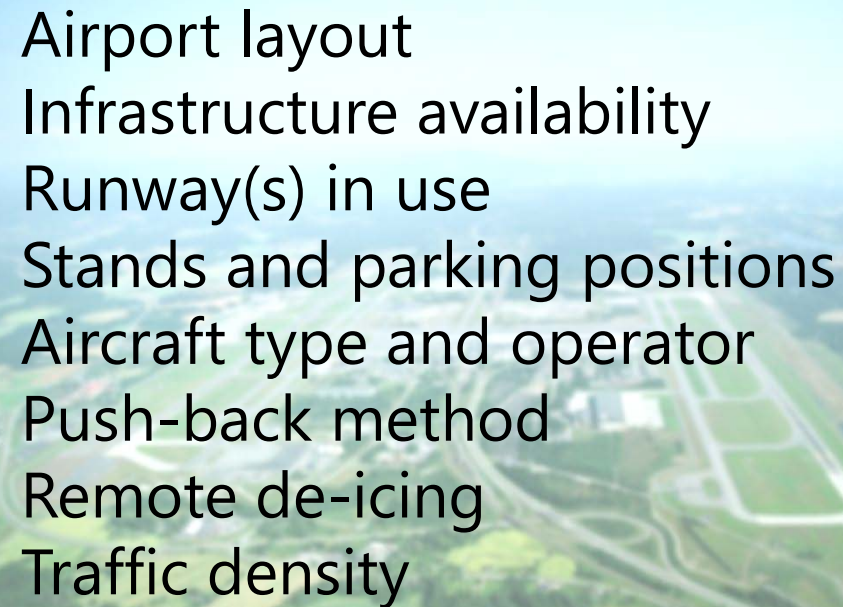
RWY	Stand	Taxi-In Time
27	123	5:00
09	123	11:30

Use of surveillance technology



Variable Taxi Time

Which factors need to be considered?



Airport layout
Infrastructure availability
Runway(s) in use
Stands and parking positions
Aircraft type and operator
Push-back method
Remote de-icing
Traffic density

Variable Taxi Times provide...

- ...improved Network Planning for the NMOC
- ...better Stand & Gate Planning at the airport
- ...increased Resource efficiency
- ...economical benefits
- ...environmental gains



Thank you



david.booth@eurocontrol.int