



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

**STANDARD OPERATING PROCEDURES FOR
AIRPORT COLLABORATIVE DECISION
MAKING AT CHENNAI AIRPORT**

AAI, CHENNAI AIRPORT

(VOMM/ATM/2018/V1.01-CHENNAI ACDM SOP-02 /18)

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AIRPORTS AUTHORITY OF INDIA
CHENNAI AIRPORT

SOP FOR AIRPORT COLLABORATIVE DECISION MAKING AT CHENNAI AIRPORT

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AIRPORTS AUTHORITY OF INDIA
CHENNAI AIRPORT

SOP FOR AIRPORT COLLABORATIVE DECISION MAKING AT CHENNAI AIRPORT



AIRPORTS AUTHORITY OF INDIA
STANDARD OPERATING PROCEDURES

**AIRPORT COLLABORATIVE
DECISION MAKING (ACDM)
FOR
CHENNAI AIRPORT**



AIRPORTS AUTHORITY OF INDIA
CHENNAI AIRPORT

SOP FOR AIRPORT COLLABORATIVE DECISION MAKING AT CHENNAI AIRPORT

AMENDMENT RECORD

Amendment Number	Amendment Date	Incorporated by	Incorporated on



1. Introduction

Airport Collaborative Decision Making (A-CDM) is a concept which aims to improve the throughput of air traffic at airports. This will be achieved by providing all stakeholders with accurate, timely and relevant information allowing better decisions to be made. ACDM concept aims at improving Air Traffic Flow and Capacity Management at airports by reducing delays, improving the predictability of events and optimizing the utilization of resources.

Chennai Airport - Collaborative Decision Making (A-CDM, Chennai) is a joint programme among all airport partners –

- Air Navigation Service Provider (ATM)
- Aircraft Operators (AO)
- Airport Operator
- Air Force Movement Liaison Unit (AF-MLU)
- Ground Handling Agencies (GHA)

A-CDM application is developed in house by Airports Authority of India.

2. Objective:

The primary objective of A-CDM is to facilitate the sharing of operational data for a better informed, well planned and transparent decision making to ensure more precise overall operational processes. It leads to an optimized utilization of resources, an efficient turn round process and increased common awareness of the situation.

Implementation of Airport CDM allows each Airport CDM Partner (Stakeholders such as Airline operators, Air Traffic Control, handling agents, AOCC, Airport management) to optimize their decisions in collaboration with each other, knowing their preferences and constraints and the actual and predicted situation. The decision making by the Airport CDM Partners is



facilitated by the sharing of accurate and timely information and by adapted procedures, mechanisms and tools.

Objective of this SOP is to provide information to all participants in the ACDM process concerning operational procedures, roles and responsibilities.

3. Scope:

This SOP is applicable to ATCOs, Airline Operators, Airport Operator (AOCC) and flight crew. The procedures for operating the ACDM application are attached as Annexure to this SOP.

4. Areas of Responsibility

The different areas of responsibility for stakeholders are highlighted as below:

- **Internal stakeholders:**

- *Information Technology Department, AAI, SR: Maintenance of hardware and equipment; Initial troubleshooting (first point of contact) and fault identification; Further coordination for rectification as identified below.*
- *CNS Directorate, Chennai: Maintenance and troubleshooting AFTN, Automation and AODB **data sources**.*
- *ACDM Development team: To remotely monitor and troubleshoot ACDM system with respect to software modifications or changes when required.*
- *ATM Directorate: Adherence to ACDM-based operations for deciding on push-back / start-up sequence.*
- *Airport Operator / AOCC: Ensuring provision of updated AODB data through airline representatives.*



- **External Stakeholders**

- *Airline Operators / Flight crew: Compliance with ACDM procedures during notified periods.*

5. Advantages

Implementation of ACDM will result in considerable benefits to stakeholders. The various benefits of A-CDM includes are as follows:

- Improvement in efficiency of aircraft operations with orderly flow and reduction in delay at holding point for departures.
- Reduction in fuel consumption for aircraft leading to economic and environmental benefits.
- Optimization of airport and airspace capacity
- Reduction of R/T congestion leading to safety enhancement.
- Better Situational Awareness and increased confidence amongst ACDM Partners.
- Optimized use of ground infrastructure.
- Reduced apron and taxiway congestion
- Access to all India NOTAMs, charts, current DATIS/MET information.



6. System Description

A-CDM system processes and utilises the following information from the various sources mentioned below:

a) AFTN:

- i) Flight plan data
- ii) EOBT
- iii) ATD
- iv) ETAs
- v) NOTAMs
- vi) METARs
- vii) ADC Numbers

b) Airport Operations Data Base of AOCC

- i) Parking stand of aircraft
- ii) Registration marking
- iii) Boarding status of departing aircraft
- iv) Actual "Off Block" Times
- v) Actual "In-Block" Times
- vi) Linked Flight Information.
- vii) Scheduled Time of Departure/ Scheduled Time of Arrival

c) A-CDM system database

- i) Arrival and Departure Taxi timings from each parking stand
- ii) Runway-in-Use and Closures
- iii) Hourly handling capacity of runways
- iv) Priority of flights e.g. VVIP and Emergencies etc.
- v) Flight schedules

7. TOBT and TSAT Procedures for Airline Operators / Flight crew and ATCOs

7.1 Target Off-Block Time (TOBT)

7.1.1 Purpose: Air Traffic Management (ATM) based on only FPL-data is insufficient to guarantee smooth and efficient operations on the ground and in the air. The main reason for this is the incorrect updating/no



updating at all, of the Estimated Off-Block Time (EOBT) of the aircraft. The result is that airport partners have an incorrect idea about the actual status of that specific aircraft. The purpose of Target Off-Block Time (TOBT) is to provide a timely, accurate and reliable estimate of an aircraft's off block time to the A-CDM, Chennai partners. Accurate TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.

7.1.2 Communication of TOBT:

Aircraft Operators shall revise their EOBTs via AFTN using DLA/CHG message or inform ARO for revised EOBT, who will originate DLA/CHG message for transmission through AFTN.

In case **No delay** is expected: If there is no revision of EOBT, EOBT will be treated as the TOBT. There is no need of any communication from the Aircraft Operator to the ARO.

In case **delay is expected**:

- i) If delay is up to 30 minutes, EOBT should be revised through change of TOBT in ACDM interface and optionally DLA/CHG message may be sent via AFTN.
- ii) If delay is more than 30 minutes, EOBT should be revised through DLA message or by informing ARO and optionally TOBT may be changed in ACDM interface.
- iii) If delay is outside the validity period of Air Defence Clearance (ADC), EOBT shall be revised through DLA message or by informing ARO. **(Option of change of TOBT will not be available in this case).**

ARO shall ensure the change in EOBT is transmitted by AFTN message.



- iv) ADC Validity Period: (-) 15 minutes to (+) 45 minutes of EOBT in RPL/FPL or subsequent revision of EOBT by DLA/CHG message.

Once Target Start-up Approval Time (TSAT) is allocated by ATC at TOBT-30 minutes, the TOBT can be updated thrice.

Ensuring validity of ADC is the responsibility of Airline Operator / Ground Handling Agent.

7.1.4 Accuracy: TOBTs must be updated to an accuracy of +/- 5 minutes.

7.2 Target Start up Approval Time (TSAT)

7.2.1 Purpose: TSATs provide an optimized start-up sequence, leading to Pre-Departure sequence. TSATs reduce queuing times at the runway holding points, while ensuring optimised utilisation of the runway. ATC will continue to optimize the departure order for creating the right mix of traffic.

7.2.2 Calculation of TSAT: TSAT is calculated **automatically** by A-CDM Application. The TSAT is calculated by taking into account TOBT, priority of aircraft, variable taxi times, and the runway capacity. Any revision of EOBT will trigger the A-CDM application to recalculate a new TSAT for that flight as well as to re-allocate earlier

TSAT to next flight who meets the requisite conditions.

TSAT is displayed in various ACDM interfaces in the following colour coded information.

Blue colour: TSAT -15 minutes up to TSAT -5 minutes

Green colour: TSAT -5 minutes up to TSAT +5 minutes

Red colour: After TSAT +5 minutes.



7.2.3 Generation of TSAT: TSAT is generated by ACDM interface at TOBT - 30

Minutes.

7.2.4 Communication of TSAT: TSAT will be displayed in various A-CDM interfaces.

The AO/GHA shall advise flight crew of TSAT, displayed in the A-CDM interface.

(This procedure shall be reviewed for VDGS stands when TSAT display is provided at stand location)

7.2.5 Priorities for generation of TSAT:

The following aircraft will be accorded priority by A-CDM application at the time of generating TSATs:

- a) VVIP flights
- b) Aircraft in emergency
- c) Ambulance aircraft
- d) Aircraft in relief missions
- e) Aircraft returning to stand after push back/taxiing out for any reason.

7.2.6 Airlines/GHAs are required to monitor the A-CDM interface regularly to get information on the revised TSAT if any, in respect of their aircraft. It may please be noted that the earlier allocated TSAT may get changed due to the following reasons:

- i. Change of runway
- ii. Change in taxi times
- iii. Revised TOBT of the subject aircraft
- iv. Cancellation/ revision in TOBT of other aircraft in the departure sequence.
- v. Priority handling



- vi. Unusual Occurrences, etc.
- vii. Application of ATFM regulation or ATC restriction resulting in new CTOT or start up delay
- viii. Inclement Weather
- ix. Bird activity
- x. Change of route (SID)

7.2.7 Accuracy: The TSAT will remain valid for **+/- 5 minutes**.

8. TOBT and TSAT based Chennai A-CDM Start-up/Push-back procedures

8.1 Pre-Departure Sequence: Pre-Departure sequence is the order, in which the ATC plans the aircraft to depart from their Gate/Stand. It should not be confused with the Pre-Take-off sequence where ATC decides on the order in which the aircraft at holding points of the runway will depart.

8.2 Start-Up and Push-Back Procedure:

- i. **The pilot will contact Clearance Delivery (CLD) / Surface Movement Control (SMC) to request en-route clearance and SID between TSAT - 15 minutes to TSAT - 5 minutes. Blue Zone.**
(Note: As CLD unit is yet to be established at Chennai, the pilot may call SMC and request for pushback/start-up in Blue Zone itself in case the aircraft is ready. The same would be approved at ATCO discretion subject to traffic conditions at the time.)
- ii. **The aircraft must be ready to Start-up/Push-back at TOBT and request SMC (GROUND) for Start-up/Push-back at TSAT - 5 minutes and TSAT + 5 minutes. Green Zone.**

(Note: The system may prepone TSAT up to TOBT)



iii. If at TSAT +5 minutes: **Red Zone**, ATC has not received Start-up/Push-back request, the aircraft will lose its position in sequence.

- a. A new TOBT is required from Airlines Operator.
- b. In case an aircraft requests start-up in the red zone, ATC shall advise the aircraft "TSAT Expired. Contact AOCC for revised TSAT."
- c. On receipt of new TOBT, the flight will be re-sequenced according to new TOBT and a new TSAT with a subsequent delay will be issued.

iv. **Taxi clearance must be requested within 5 minutes of Start-up/Push-back approval time.**

(Note: If this has not occurred, SMC (GROUND) must be notified of the extent of delay. In such cases, aircraft may lose its departure slot and a new TOBT may be required in A-CDM, Chennai interface. AO shall be responsible to obtain new ADC number from IAF-MLU).

v. The **Pre-Departure (Off- block) Sequence** will be determined in accordance with Target Start up Approval Time (TSAT) and NOT in accordance with the Start-up Request. Pre-Departure Sequence will not have any bearing on Actual Departure sequence.

(Note: Actual Departure sequence may differ from pre-departure sequence in order to optimize the Runway and Airspace utilization.)



9. Conditions for suspension / stopping slots of ACDM

- 9.1. ACDM procedures may be suspended in case of unusual circumstances such as aerodrome closure, low visibility disallowing operations, prolonged failure of data sources such as AODB or AFTN
- 9.2. Temporary stoppage of slot (TSAT) generation may also be done by ATC in case of short-term delays (e.g. VVIP movement, urgent runway repairs etc.) for aircraft. In such cases, TOWER SUPERVISOR shall stop slot generation for the required time using the application feature available in the ACDM interface.
- 9.3. During the temporary suspension of ACDM procedures or stoppage of slot generation, the airline representatives in AOCC shall continue to update the TOBT to ensure updated TSAT availability when ACDM procedures / slot generation is resumed.
- 9.4. Tower Supervisor shall inform WSO regarding the suspension/resumption of ACDM procedures and also regarding stoppage of slots generation during ACDM measures.



10. Manual Inputs for ACDM Application in CLD/SMC

10.1 The Chennai ACDM application is largely automated and processes the input data from AFTN, AT3+ and AODB to generate TSATs for departures, in addition to various other operational information such as current D-ATIS, last 5 arrivals, aircraft on final, etc.

10.2 Provisions for the following manual inputs are available in the Chennai ACDM application:

10.2.1 ATOT – actual take-off time: In case of correlation issues in AT3+ for departures

10.2.2 TOBT – In some cases, such as defence aircraft, non-sked flights, or when information is received from ARO etc. the SMC/CLD controller shall be required to manually change the TOBT for the specific aircraft.

10.2.3 Other information such as Aircraft parking stand number, persons on board, manually suppressing the flight in case of duplicity or any other reason etc. are also available for manual modification in the system.

10.2.4 In case of FPLs which may be available only in AT3+, the same shall be transmitted to VOMMZATC to ensure availability in ACDM database as well.

10.2.5 CLD controller shall manually transfer the aircraft from the “NOW+30” window to the “Changed to SMC” window after issuing ATC clearance, when the aircraft is in TSAT Blue or Green Zone. (Till CLD is established in Chennai, SMC shall



transfer the aircraft from “NOW+30” window to the “Changed to SMC” window when the aircraft can be given start-up without significant delay.)

10.2.6 Various features of ACDM GUI for SMC/CLD are given as Annexure – I to this document.

11. Reporting channel for Unserviceability / Equipment maintenance

- 11.1. Unserviceability of ACDM system shall be informed first to IT support, situated in ATS Complex, on extension 3106. IT support shall identify the problem and take further action. TWR SUP shall also keep WSO informed.
- 11.2. Continuity and availability of ACDM server connections with AFTN, AODB and AT3+ sources are indicated in the GUI. (Refer Annex-I)
- 11.3. In case of non-availability of AT3+ and AODB data source, IT support shall inform CNS-Automation regarding the same. If sources are found to be serviceable, necessary action shall be taken concerning network/hardware (switches etc.) by IT.
- 11.4. In case of non-availability of AFTN connections, IT support shall inform AMSS regarding the same. If source is found to be serviceable, necessary action shall be taken concerning network/hardware (switches etc.) by IT.
- 11.5. In case of AFTN link failure with ACDM, there will be a queuing of messages and subsequent build-up. In such cases, AMSS shall inform IT support for necessary action. AFTN messages queuing up may be retained



for a period of 02 Hours beyond which the messages shall be cleared from the system without possibility of recall.

11.6. In case of any hardware issue concerning ACDM system (PCs, Monitors, UPS etc.) IT shall take necessary action.

11.7. In case of prolonged unserviceability due to above reasons, TWR SUP shall inform ARO for NOTAM action. The information shall be passed to WSO and AOCC as well.

12. ACDM Measures for Aircraft with CTOT

12.1. In phase 2 of ACDM implementation, it is proposed to integrate the system with ATFM in order to get an accurate TSAT for aircraft under CDM measures catering to CTOT.

12.2. Till such time, for departures which have been issued CTOT by C-ATFM, the TSAT generated by ACDM for such aircraft shall be ignored and current procedures for CTOT compliance shall be followed by SMC and Tower. The aircraft shall be advised accordingly.

13. Effective date: This SOP is effective from the 01/06/2018.



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Attachment-1

TERMS AND ABBREVIATIONS

All Acronyms are time parameters which have a standard length of four characters and have been arranged as per aircraft movement sequence.

Acronyms	Definition	Explanation
ELDT	Estimated Landing Time	The estimated time that an aircraft will touchdown on the runway. (Equivalent to ATC ETA = Estimated Time of Arrival = landing).
ALDT	Actual Landing Time	The time that an aircraft lands on a runway. (Equivalent to ATC ATA = Actual Time of Arrival = Landing, ACARS = ON).
EXIT	Estimated Taxi- In Time	The estimated taxi time between landing and in- Block.
AXIT	Actual Taxi- In Time	$AXIT = AIBT - ALDT$
SIBT	Scheduled In-Block Time	The time that an aircraft is scheduled to arrive at its first parking position.
EIBT	Estimated In-Block Time	The estimated time that an aircraft will arrive in- blocks. (Equivalent to Aircraft Operator's ETA = Estimated Time of Arrival).
AIBT	Actual In-Block Time	The time that an aircraft arrives in-blocks. (Equivalent to Aircraft Operator's ATA = Actual Time of Arrival, ACARS = IN).
STTT	Scheduled Turnaround Time	$STTT = SOBT - SIBT$
ETTT	Estimated Turnaround Time	The time estimated by the AO/GH on the day of operation to turnaround a flight taking into account the operational constraints.



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MTTT	Minimum Turnaround Time	The minimum turnaround time agreed with an AO/GH for a specified flight or aircraft type.
ATTT	Actual Turnaround Time	$ATTT = AOBT - AIBT$
ASRT	Actual Start Up Request Time	Time the pilot requests start up clearance.
TSAT	Target Start Up Approval Time	The time provided by ATC taking into account TOBT, <i>CTOT*</i> and/or the traffic situation that an Aircraft can expect start-up / push back approval. Note: The actual start up approval (ASAT) can be given in advance of TSAT.
ASAT	Actual Start Up Approval Time	Time that an aircraft receives its start-up approval.



ACDM Application Operations Manual for GUI in CLD/SMC ATS Units

1. Intended Readership

This document is intended for the implementation of ACDM procedures at Chennai Airport by Air Traffic Control Officers in relevant units.

2. Applicability

This software manual applies to the ACDM application Graphical User Interface at AOCC developed by Team ACDM.

3. Purpose

The purpose of this document is to familiarise ATCOs to the ACDM Interface and guide them to the functionalities available and data input procedures in the Interface.

Problem Reporting

The problems encountered by the users can be communicated to JGM (ATM-SQMS) (vomm.sqms@aai.aero)

4. Installing the Software

The software is preinstalled in the defined terminals at SMC, TWR SUP, WSO and ASR. The software need not be configured as per user. The Software will only run on the predefined machines.

5. Uninstalling the software

The software shall not be uninstalled from the workstations without consent of the JGM (ATM-SQMS), Chennai.



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6. GUI Description

This Application is a GUI interface for the ATCOs using ACDM in the relevant ATS units.

The interface contains following Panels:

CLD/SMC Interface GUI

The screenshot displays the CLD/SMC Interface GUI. At the top, it shows the user ID as 'ATC' and the date/time as '2018-05-25 06:42:21'. Below this, there are several panels and controls:

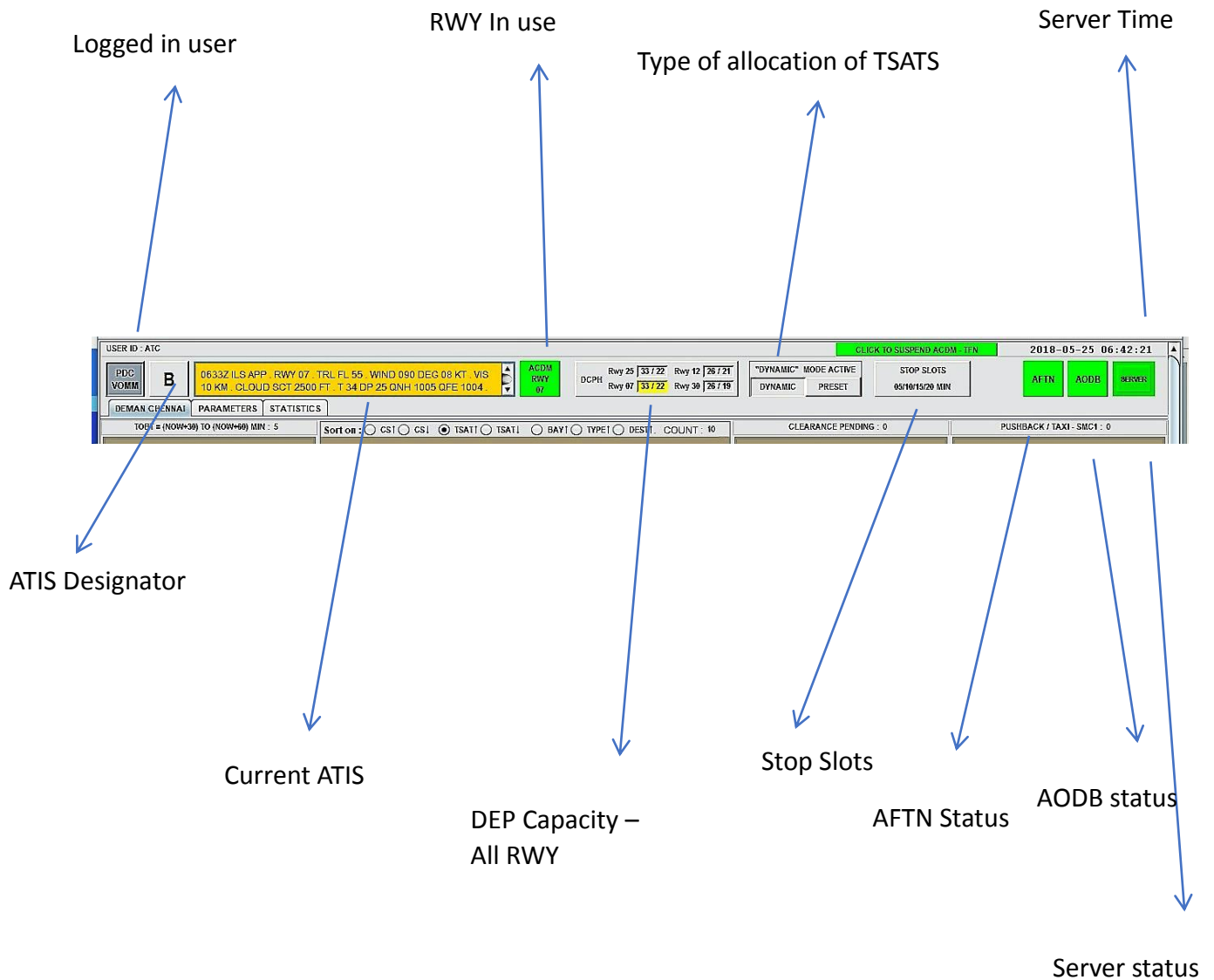
- Top Panel:** Includes a 'CLICK TO SUSPEND ACDM - TEN' button, a 'STOP SLOTS' button, and a 'DYNAMIC MODE ACTIVE' indicator. There are also buttons for 'AFTN', 'AODB', and 'SERVER'.
- Left Panel:** Contains a 'PDC VOMM' section with a 'B' button. Below it, there are tabs for 'DEMAN CHENNAI', 'PARAMETERS', and 'STATISTICS'. The 'PARAMETERS' tab is active, showing various flight parameters and a list of flights.
- Center Panel:** Displays a list of flights with columns for flight number, status, and time. The list includes flights like IGO621, JAI765, IGO238, IGO315, SEJ3403, SEJ502, JAI613, IGO141, IGO415, TRJ429, DQA550, IGO7102, CG822, MAS183, and AIC671.
- Right Panel:** Shows 'CLEARANCE PENDING : 0' and 'PUSHBACK / TAXI - SMC1 : 0'. Below this, there are buttons for 'CHANGED TO SMC : 0' and 'PUSHBACK / TAXI - SMC2 : 0'.
- Bottom Panel:** Includes a 'VIEW FLIGHT DETAILS ON TOUCH / MOUSEOVER' section with a table of flight details. The table has columns for DEP, ICAO, DEP, IATA, BAY, TYPE, REGN, ADC, DEST, STS, DOF, SOBT, EOBT, TOBT-OLD, TOBT, TCC, RWY, TSAT, AOBT, and ATOT. The last 3 departures are shown below with ATOT/CTOT.



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Top Panel





Left Panel

Flights within 30 – 60 min from Now

Cancelled TSAT, BAY unavailable,
suppressed flights

DEMAN	CHENNAI	PARAMETERS	STATISTICS
TOBT = (NOW+30) TO (NOW+60) MIN : 11			
JAI413	V27L --	VOBL	10:28
VTAKU	QA17 --	VAJM	10:24
IGO981	A11N --	VOGO	10:21
IGO3177	A2 --	VOBL	10:16
VTI902	V6L --	VIDP	10:15
JAI305	V22 --	VIDP	10:08
UAE507	V10 --	OMDB	10:08
JAI316	V24 --	VABJ	10:02
JLL4165	V23 --	VANP	10:00
JAI2384	R5 --	VOGO	09:59
SEJ455	A6 --	VOGO	00:00
TSAT CANC: 0 NO BAY: 2 SUPR: 0			
JAI469T	--	VOMM	00:00
SEJ2872T	N/A	VOBM	00:00
VIEW FLIGHT DETAILS ON TOUCH / MOUSEOVER			
DEP ICAO	DEP IATA	BAY	TYPE



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Middle Panel

Flights 30 min from Now



Sort on: ☐ CS↑ ☐ CS↓ ☒ TSAT↑ ☐ TSAT↓ ☐ BAY↑ ☐ TYPE↑ ☐ DEST↑. COUNT: 9									
IGO5097	A5	--	VIDP	09:52					
IGO339	40	--	VABO	09:50					
IGO419	88	--	VOGO	09:48					
IGO264	82	--	VOHS	09:45					
GOW397	A3	N/A	VILK	09:41					
AIC965	V19	--	VOHS	09:37					
VTJSE	NA	--	VIDP	09:35					
JAI2053	V29	--	VILP	09:29					
VTBDM	NA	--	VIDP	09:18					
REGN	ADC	DEST	STS	DOF	SOBT	EOBT	TOBT-OLD	TOBT	



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Right Panel

Aircraft pushed back or
Taxiing



Changed over to SMC.
Not yet pushed back.



Last five Departures
Shown with ATOT/CTOT



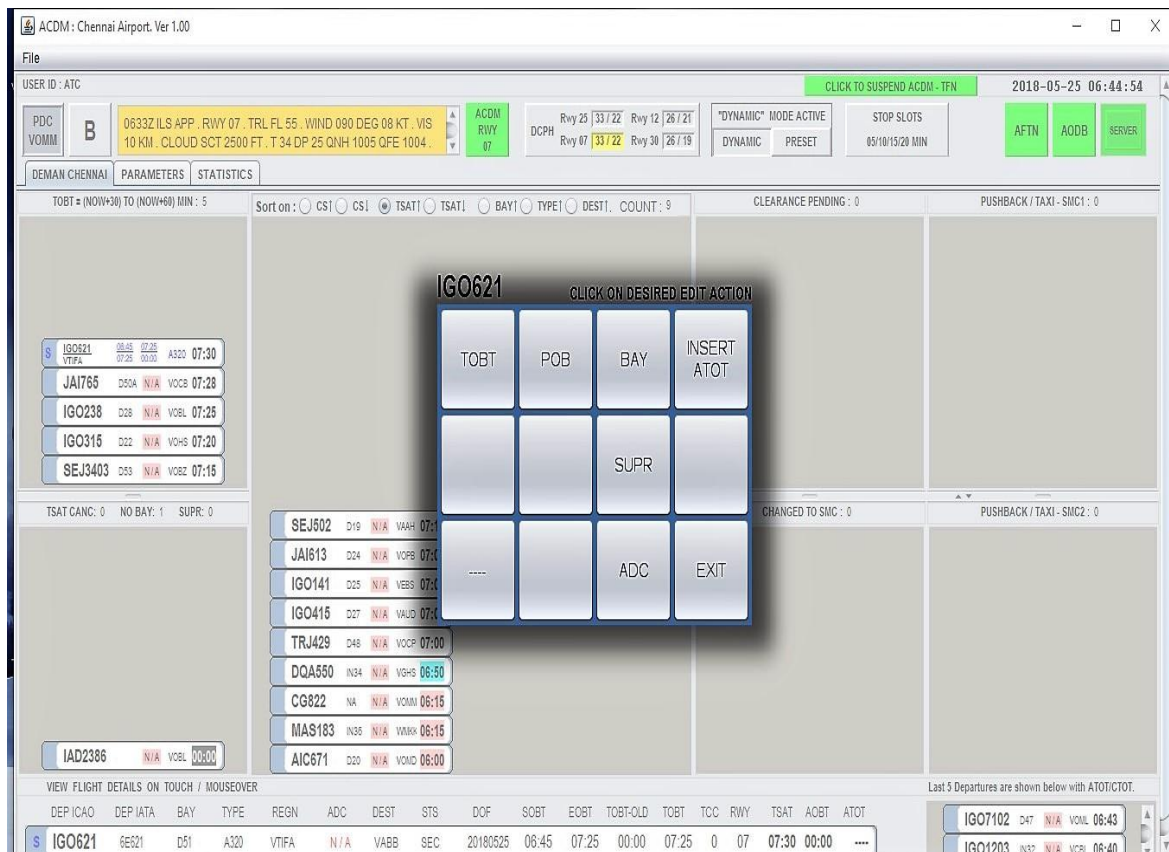
CLEARANCE PENDING : 0				PUSHBACK / TAXI - SMC1 : 3			
				IGO741A8--VAID09:32 JAI415V6R--VOBL09:26 SEJ287284--VOBM09:20			
CHANGED TO SMC : 4				PUSHBACK / TAXI - SMC2 : 0			
AIC643V28R--VAUD09:42 VTI944V4R--VIDP09:21 VTZAPNA--VAAH09:20 SEJ254883--VAJB08:40							
Last 5 Departures are shown below with ATOT/CTOT.							
TCC	RWY	TSAT	AOBT	ATOT	IGO32481--VERP09:23 GOW382A2N/AVOBL09:22		



RIGHT CLICK OPTIONS

The following options are visible on right clicking the flight strip:

- **TOBT** Enter the TOBT
- **POB** Enter the Persons On Board
- **BAY** Enter the BAY
- **INSERT ATOT** Enter the ATOT manually
- **SUPR** Suppress the Flight. Will be removed from sequencing.
- **ADC** This feature is currently disabled
- **CHG to SMC** Changing over to SMC
- **EXIT** Exit the option





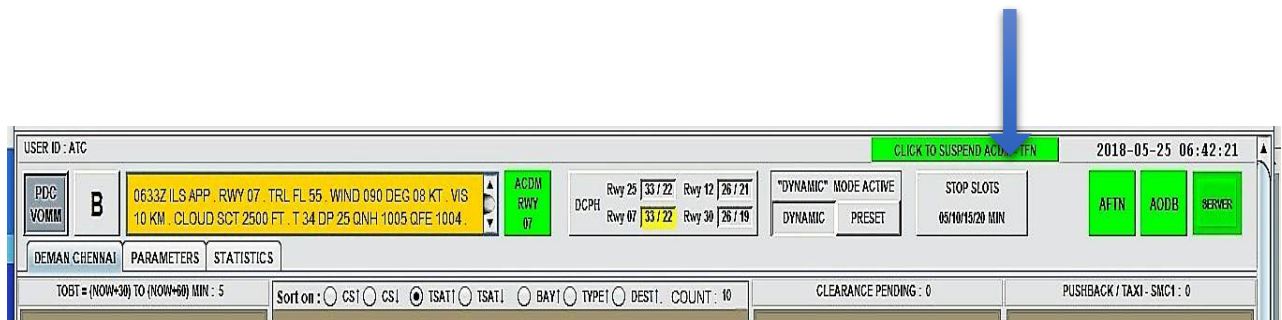
AIRPORTS AUTHORITY OF INDIA CHENNAI AIRPORT

SOP FOR AIRPORT COLLABORATIVE DECISION MAKING AT CHENNAI AIRPORT

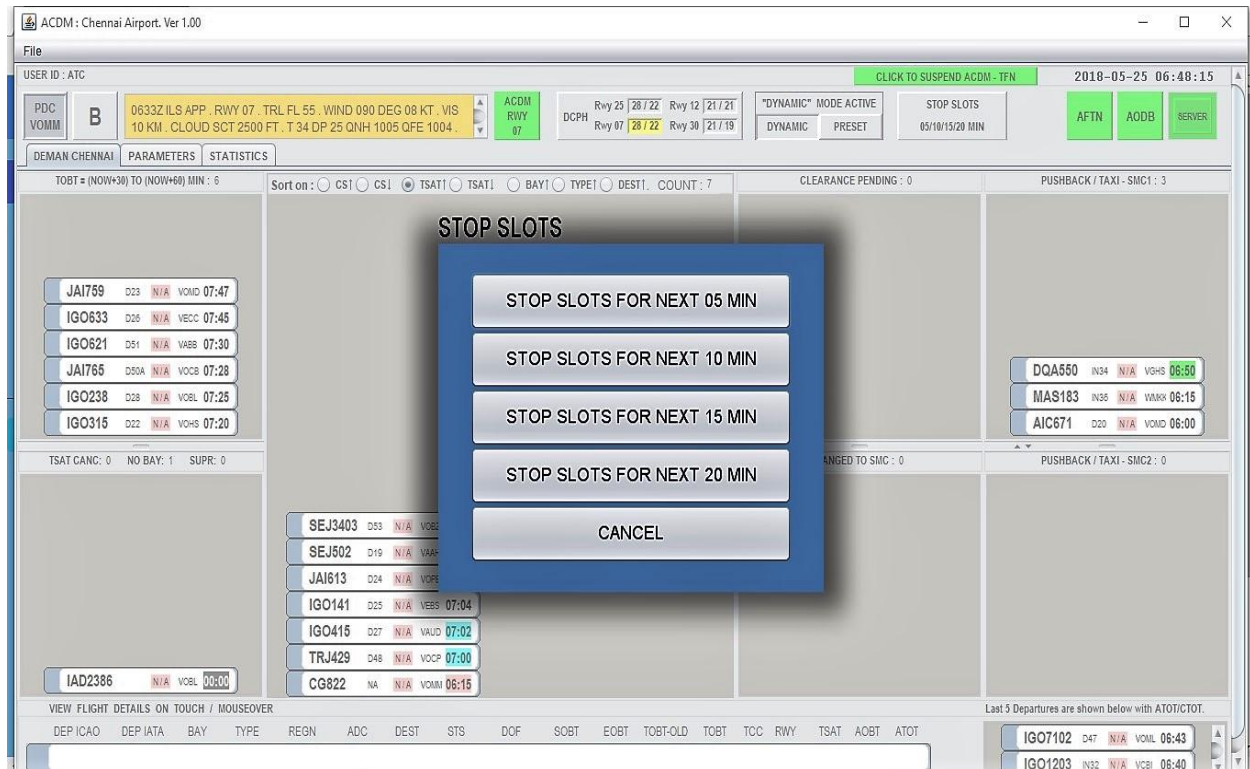
Stopping the Slots

Generation of New Slots can be stopped by the ATC

Click the below button
for Stopping the slots.



Following options will be shown for selecting the duration of stopping the slot generation. Stopping the new slots can be extended further by clicking the Stop Slots button and selecting the appropriate option.





Setting Departure Capacity per Hour

Departure Capacity lets the system try to generate the slots as per the values entered by ATC. There are two modes to control the generation of slots.

- Pre-set: The maximum number of departure slots generated will be according to the value configured in the **Parameters** Window.
- Dynamic: The maximum number of departure slots generated will also be dependent on the number of aircraft taxiing and the arrival pressure. Hence when the number of aircraft taxiing or arrival pressure is less, more number of slots will be generated.

Selecting the Mode

USER ID : ATC

0633Z ILS APP RWY 07 TRL FL 55 WIND 090 DEG 08 KT VIS 10 KM CLOUD SCT 2500 FT T 34 DP 25 QNH 1005 QFE 1004

ACDM RWY 07

DCPH Rwy 25 33/22 Rwy 12 26/21 Rwy 07 33/22 Rwy 30 26/19

"DYNAMIC" MODE ACTIVE

DYNAMIC PRESET

STOP SLOTS 05/10/13/20 MIN

CLICK TO SUSPEND ACDM - TPN

2018-05-25 06:42:21

DEMAN CHENNAI PARAMETERS STATISTICS

TOBT = (NOW+30) TO (NOW+60) MIN : 5

Sort on : ☐ CS1 ☐ CS2 ☒ TSAT1 ☐ TSAT2 ☐ BAY1 ☐ TYPE1 ☐ DEST1 ☐ COUNT : 10

CLEARANCE PENDING : 0

PUSHBACK / TAXI - SMC1 : 0

Departure Capacity is entered in the **SET DEP CAP DATA** Window.

ACDM : Chennai Airport. Ver 1.00

File

USER ID : ATC

0633Z ILS APP RWY 07 TRL FL 55 WIND 090 DEG 08 KT VIS 10 KM CLOUD SCT 2500 FT T 34 DP 25 QNH 1005 QFE 1004

ACDM RWY 07

DCPH Rwy 25 33/22 Rwy 12 26/21 Rwy 07 33/22 Rwy 30 26/19

"DYNAMIC" MODE ACTIVE

DYNAMIC PRESET

STOP SLOTS 05/10/13/20 MIN

CLICK TO SUSPEND ACDM - TPN

2018-05-25 06:54:57

DEMAN CHENNAI PARAMETERS STATISTICS

SET DEP CAP DATA SET ARR CAP DATA SET RWY IN USE SET CLOSURES

SET DEFAULT DEPARTURE CAPACITY FOR ALL RUNWAYS. [DCPH = DEP CAP PER HOUR]

RWY-25			RWY-12			RWY-07			RWY-30		
TIME	onwards	DCPH	TIME	onwards	DCPH	TIME	onwards	DCPH	TIME	onwards	DCPH
1 0000	onwards: 30		1 0000	onwards: 24		1 0000	onwards: 30		1 0000	onwards: 24	
2 0100	onwards: 28		2 0200	onwards: 22		2 0100	onwards: 28		2 0200	onwards: 22	
3 0345	onwards: 22		3 0345	onwards: 21		3 0345	onwards: 22		3 0345	onwards: 19	
4 HHMM	onwards: 00		4 HHMM	onwards: 00		4 HHMM	onwards: 00		4 HHMM	onwards: 00	
5 HHMM	onwards: 00		5 HHMM	onwards: 00		5 HHMM	onwards: 00		5 HHMM	onwards: 00	
6 HHMM	onwards: 00		6 HHMM	onwards: 00		6 HHMM	onwards: 00		6 HHMM	onwards: 00	
7 HHMM	onwards: 00		7 HHMM	onwards: 00		7 HHMM	onwards: 00		7 HHMM	onwards: 00	
8 HHMM	onwards: 00		8 HHMM	onwards: 00		8 HHMM	onwards: 00		8 HHMM	onwards: 00	
9 HHMM	onwards: 00		9 HHMM	onwards: 00		9 HHMM	onwards: 00		9 HHMM	onwards: 00	
10 HHMM	onwards: 00		10 HHMM	onwards: 00		10 HHMM	onwards: 00		10 HHMM	onwards: 00	
11 HHMM	onwards: 00		11 HHMM	onwards: 00		11 HHMM	onwards: 00		11 HHMM	onwards: 00	
12 HHMM	onwards: 00		12 HHMM	onwards: 00		12 HHMM	onwards: 00		12 HHMM	onwards: 00	
13 HHMM	onwards: 00		13 HHMM	onwards: 00		13 HHMM	onwards: 00		13 HHMM	onwards: 00	
14 HHMM	onwards: 00		14 HHMM	onwards: 00		14 HHMM	onwards: 00		14 HHMM	onwards: 00	
15 HHMM	onwards: 00		15 HHMM	onwards: 00		15 HHMM	onwards: 00		15 HHMM	onwards: 00	
16 HHMM	onwards: 00		16 HHMM	onwards: 00		16 HHMM	onwards: 00		16 HHMM	onwards: 00	
17 HHMM	onwards: 00		17 HHMM	onwards: 00		17 HHMM	onwards: 00		17 HHMM	onwards: 00	
18 HHMM	onwards: 00		18 HHMM	onwards: 00		18 HHMM	onwards: 00		18 HHMM	onwards: 00	

EDIT RWY-25 DATA EDIT RWY-12 DATA EDIT RWY-07 DATA EDIT RWY-30 DATA



Setting Runway in Use

During scheduled change of Runway in Use, the same can be entered in the system under the option: PARAMETERS → SET RWY IN USE.

It is a good practice to enter the details of Runway Change as early as possible so that the TSATs will be generated accordingly and wastage of slots can be reduced.

ACDM : Chennai Airport, Ver 1.00

File

USER ID : ATC

PDC: VOMM B 0633Z (LS APP, RWY 07, TRL FL 55, WIND 090 DEG 08 KT, VIS 10 KM, CLOUD SCT 2500 FT, T 34 DP 25 QNH 1005 QFE 1004, ACDM RWY 07)

CLICK TO SUSPEND ACDM TFN

2018-05-25 06:58:53

DCPH Rwy 25 21:22 Rwy 12 14:21 Rwy 07 21:22 Rwy 30 14:18

DYNAMIC MODE ACTIVE

DYNAMIC PRESET

STOP SLOTS 05/16/15/20 MIN

AFTN AOB 823059

DEMAN CHENNAI PARAMETERS STATISTICS

SET DEP CAP DATA SET ARR CAP DATA SET RWY IN USE SET CLOSURES

RWY	FROM	TO
07	2018-05-24 08:37	2018-05-24 22:38
25	2018-05-24 22:38	2018-05-25 03:25
07	2018-05-25 03:25	TFN

Rwy: 25 From: HHMM DD/MM/YYYY To: HHMM DD/MM/YYYY

Save Cancel Reset

You can leave the "To" time unfilled. It will be taken as TFN.

Selecting the RWY from the Drop down Window and Enter the Duration of RWY in Use accordingly



Setting Closures:

Closure Period can be manually set in the System so that the TSATs will be generated accordingly.

ACDM: Chennai Airport, Ver 1.00

File

USER ID: ATC

CLICK TO SUSPEND ACDM - ITN

2018-05-25 07:01:41

PDC VOMM B

0633Z L.S. APP RWY 07 TRBL FL 05 WIND 0300 DEG 08 KTS 105 10 KM CLOUDS SCT 2000 FT 1 34 00 25 QNH 1005 QFE 1004

ACDM RWY 07

DCPH Rwy 25 21/7/22 Rwy 12 14/7/21 Rwy 07 21/7/22 Rwy 30 14/7/18

"DYNAMIC" MODE ACTIVE

STOP SLOTS 05:10:15/20 MIN

DYNAMIC PRESET

AFTN AODB BOMBA

DEMAN CHENNAI

PARAMETERS STATISTICS

SET DEP CAP DATA SET ARR CAP DATA SET RWY IN USE SET CLOSURES

FROM	TO	ENTRY BY	ENTRY TIME	DELETE
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No Rwy avail for: minutes Closure starts at: HHMM DDMMYYYY

Save Cancel Reset



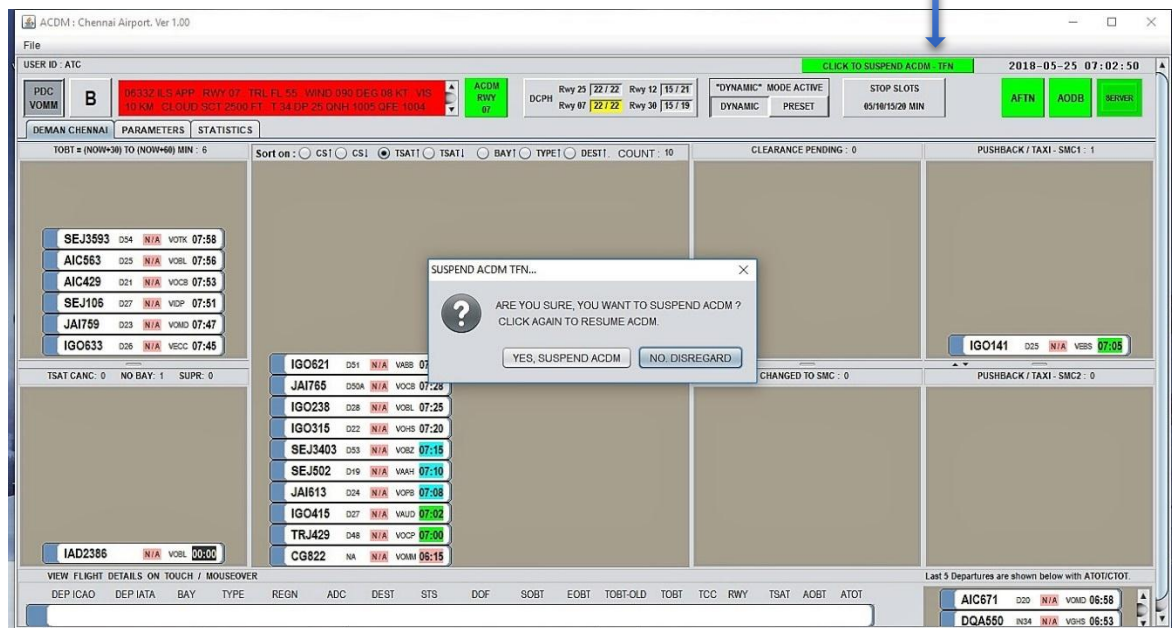
AIRPORTS AUTHORITY OF INDIA CHENNAI AIRPORT

SOP FOR AIRPORT COLLABORATIVE DECISION MAKING AT CHENNAI AIRPORT

Suspending ACDM

ACDM can be suspended when aircraft will not be given Pushback and Start-up according to TSAT or when either of the System Input (ie AFTN / AODB/ SERVER) block are shown in RED instead of GREEN.

Click the below button to Suspend or Resume ACDM.



The information is shown in AOCC interface as below:

