Airport CDM

Operational Perspective

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Outline

- **Common A-CDM Project Elements**

- **Information Provided to Pilots**

- **Perceived Benefits**

Common A-CDM Project Elements

- **Variable Taxi Time**

- **Turnaround Process**

- **Departure Management**

- **Networking**

- **Departure and Arrival Coordination Between ATFM & ACDM**

- **Adverse Situations**

Information Provided to Pilots

- **De-Icing procedures**

- **Startup and Push Back Procedures**

- **Data Link Comm**

Information Provided to Pilots

- De-icing "Winter Module" is activated during periods of high demand

- Operators to enter requirement of anti-ice into ACDM to ensure proper allocation of resources

- Aircraft should be ready, start up requests to be made within a specified time from TOBT (Plus or minus 5 Min)

- When exceeding TOBT + 5min, Aircraft loose sequence, new TOBT is required by the airline/Ground handler

EGLL/LHR
HEATHROW
:: JEPPESEN   7 SEP 18   (10-1P6)   LONDON, UK
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

Annually, Heathrow publishes an ACFT De-icing Plan (HADIP). All Airline operators should ensure that they have read and understood this document.

During periods of high demand for de-icing, Heathrow activates the A-CDM "Winter Module" which includes ACFT de-icing rig allocation capability.

In order to request de-icing, pilots should follow their company's standard procedure. In accordance with Heathrow's de-icing plan, operators will enter the requirement for de-icing into A-CDM, which will ensure that de-icing resources are allocated appropriately. If the ACFT is to be de-iced remotely, operating companies will pass this information to pilots prior to push.

When doors are closed and ready to commence de-icing on gate, pilots must call Heathrow Delivery stating "Ready for de-icing". This call must be made at +/- 5 minutes from TOBT.

Once de-icing on the gate is complete, pilots should call Heathrow Delivery again, stating "De-icing complete, ready to push and start".

Pilots who have been allocated a remote de-icing area should contact Heathrow Delivery, stating "Ready to push and start for remote de-icing".

3.2. START-UP AND PUSH-BACK PROCEDURES

3.2.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.2.1.1. TARGET OFF-BLOCK TIME (TOBT)/ TARGET START-UP APPROVAL TIME (TSAT)

Pilots should take note of the TSAT which they receive from their airline operator/ground handler or ATC and comply with it.

If TOBT or TSAT can no longer be met, at any time, then TOBT must be updated by airline operator/ground handler.

Pilot should ensure that the flight is ready to depart at TOBT +/-5 minutes.

3.2.1.2. START REQUEST - HEATHROW DELIVERY

Pilot should report ready to HEATHROW Delivery at TOBT +/-5 minutes.

ATC will then approve start or in the case of a delay will advise the TSAT.

- Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT.
- Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes.

If at TOBT +5 minutes ATC have not received a start-up request the ACFT may lose its position in the sequence.

- ATC will advise the pilot that a new TOBT is required.
- The ACFT will not be allowed to depart until a valid TOBT is entered and revised TSAT given and complied with.

3.2.1.3. REMOTE HOLDING REQUEST

If an airline operator is aware of a CTOT and wishes to take the delay on a TWY rather than on the stand, then they should contact the Tower supervisor via phone to arrange it.

In this instance, TSAT will be adjusted to allow ACFT to be transferred to HEATHROW Ground earlier for remote hold.

Information Provided to Pilots

- EBBR has implemented de-icing milestone in its A-CDM program indicating start/end times + duration

- De-icing is excluded out of TOBT

- Different calculations for Remote & On-stand De-icing

- Push Back should be present before making request for start

3.1.3. DE-ICING AND A-CDM
EBBR has implemented the de-icing milestones in it's A-CDM program, indicating start/end times and duration of de-icing. This means that for both on-stand and remote de-icing the de-icing operations are always excluded out of TOBT.

3.1.3.1. ON STAND DE-ICING
Whenever a flight has been flagged for on-stand de-icing, the TSAT will be based on the Estimated End of De-icing Time (EEZT) instead of TOBT.
The EEZT is a calculated element, derived from the ground handler's Estimation of the Start of De-icing (ECZT) + the Expected Duration of the De-icing Job (EDIT). An update of the EEZT is provided when the De-icing Job Actually Starts (ACZT).

EBBR/BRU
BRUSSELS NATIONAL   14 DEC 18   (10-1P8)
JEPPESEN   **BRUSSELS, BELGIUM**   **AIRPORT BRIEFING**

3. DEPARTURE

3.1.3.2. REMOTE DE-ICING
Whenever a flight has been flagged for remote de-icing, the TSAT will be based on the ground handler's Estimation of the Start of the De-icing (ECZT) at the platform, taking into account the taxi time to the platform + a standard queuing time.

3.1.3.3. PRE DE-ICING
Flights that are flagged for pre de-icing are exempted from having to share the de-icing milestones.

3.1.3.4. CANCELLATION OF DE-ICING
De-icing can be cancelled at any time after having been flagged for either on-stand or remote de-icing. When de-icing is requested again after cancellation, the process as described above has to be initiated again.

3.1.4. A380 OPERATIONS
ACFT de-icing on stand, no remote de-icing area suitable.

3.2. START-UP AND PUSH-BACK PROCEDURES
3.2.1. TOBT-TSAT PROCEDURE

Info from Airline/ Handler	TOBT	Target Off-Block Time: confirmation of estimated ready time.
Info from ATC	TSAT	Target Start-up Approval Time, based on TOBT or EOBT (if TOBT not available): sequenced off-block time.

Docking guidance system will display TOBT from EOBT - 20 minutes and TSAT at TOBT - 5 minutes.
If no display available, pilots can obtain TOBT via Redcap/Loadmaster and TSAT via Delivery from approx TOBT - 10 minutes onwards.
Start-up shall be requested from BRUSSELS Delivery or via Digital Data Link in accordance with the related TSAT ± 5 minutes. Early requests without flight plan update are only allowed as of EOBT -15 minutes. The start-up request shall only be made when the ACFT is "ready" and when push-back (if required) becomes available. Pilots must check the push-back availability before requesting start-up.
If the flight is not ready at TSAT + 5 minutes, ATS will issue a new TSAT only after receipt of an updated EOBT. The IATA delay code becomes "code 61".
ACFT requiring full RWY length shall include this in their start-up request. Pilots are reminded that noise abatement procedures affecting some RWY distances remain to be adhered to.
The request for push-back and/or taxi shall be done on the Ground frequency within 5 minutes after reception of start-up clearance. TWR shall be advised if the latter is not possible and delay is expected. Otherwise, the TOBT will be deleted and must be entered again. If pilot does not call at TSAT + 5 minutes, ATC will issue a new TSAT only after receipt of an updated EOBT.

3.2.2. DATA LINK CLEARANCE DELIVERY SERVICE (DCL)
DCL via Data Link can only be used by ACFT using SID whose specifications include level requirements.
The service does not provide clearance revision. Any clearance modification will be made via BRUSSELS Delivery.
After reception of the departure clearance, the pilot shall send to the ground system acknowledge message including entire content of clearance before contacting Ground.

Information Provided to Pilots

- De-icing requests to be made as early as possible

- Irrespective of TSAT, Aircraft to be ready & startup request to be made at TOBT +/- 5min

- TSAT maybe revised forward at short notice

- If TOBT or TSAT cannot be met, operator/ground handler must update a new TOBT

EKCH/CPH
KASTRUP

JEPPESEN 31 AUG 18 (10-1P7) Eff 13 Sep

COPENHAGEN, DENMARK
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

Request for deicing shall be made as early as possible to Clearance Delivery on 119.9.

At the platforms, the following frequencies are to be used:

Platform A, Lane 1+2:   123.4
Platform A, Lane 3:   130.650
Platform B: 131.650
Platform V: 131.975

Before moving away from the platform ACFT shall wait for "all clear signal" (thumb up) and taxi clearance.

The platforms are covered by a special friction surface, but still the braking action may be reduced due to de-icing fluid.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

KASTRUP Tower will give permission to cross RWY 12/30.

3.2.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.2.2.1. TARGET OFF-BLOCK TIME (TOBT) AND TARGET START-UP APPROVAL (TSAT) REQUIREMENTS

Irrespective of the TSAT, the ACFT must be ready for departure at the TOBT ±5 minutes as the TSAT may be revised forward at short notice. Any time the TOBT or TSAT can not be met, or an earlier departure is required, the TOBT must be updated expeditiously by the airline operator/ground handler.

3.2.2.2. ATC CLEARANCE DELIVERY

Departing ACFT shall contact Clearance Delivery on 119.9 prior to TOBT in order to obtain ATC clearance. Clearance is available from TOBT -30 minutes. At initial contact ACFT type and de-icing need shall be stated.

3.2.2.3. START AND PUSH-BACK/TAXI CLEARANCE

Pilots must report/be ready for start and push-back/taxi at TOBT ±5 minutes.

ACFT leaving the stand by own power shall obtain taxi instruction only, except in de-icing situations, where the ACFT shall obtain start-up approval. Permission to push-back or taxi out from a stand or position must not be requested unless the tractor/ACFT is ready to perform the maneuver immediately.

Await activation of squawk until taxi or push-back clearance has been obtained.

3.2.2.4. DEPARTURE CLEARANCE

Departure Clearance should be requested via Data Link Departure Clearance (DCL) at TOBT -30 minutes. If DCL is not available, Departure Clearance shall be requested via RTF/Clearance Delivery on 119.9 at TOBT -30 minutes.
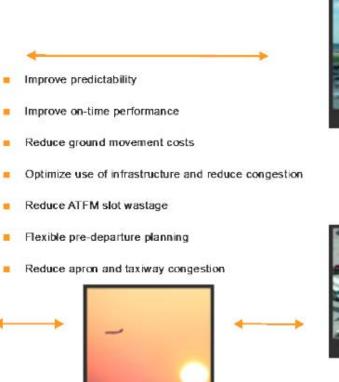
Perceived Benefits
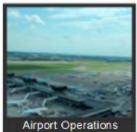
Financial & Operational Benefits for Air Operators

- ✓ **Taxi Time**

- ✓ **Ground Holding Time**

- ✓ **On Time Departure**

- ✓ **Pax Management**

- ✓ **Turn-Around Time**

- Improve predictability
- Improve on-time performance
- Reduce ground movement costs
- Optimize use of infrastructure and reduce congestion
- Reduce ATFM slot wastage
- Flexible pre-departure planning
- Reduce apron and taxiway congestion

Network Operations — Airport Operations — Air Traffic Control — Aircraft Operators — Ground Handling

Thank You