

FOR UPDATED INFORMATION, PLEASE REFER TO OFFICIAL AIP MANUAL

1. Introduction

A-CDM is part of the European programme "Single European Sky" to optimise airspace and AP operations. A-CDM is a harmonised concept supported by EUROCONTROL where procedures and processes are aligned throughout Europe. The aim of the concept is to optimise the turn-round process in order to ensure the best possible co-ordination of resources. Providing all partners with accurate and timely information will allow decisions to be made to ensure that the turn-round of a FLT is efficient and everyone has a common awareness of the situation.

A-CDM is based on partnership at APs between AP Operations, ATC, ACFT Operators (AO), Ground Handlers (GH) and the Network Managers Operation Centre (NMOC). Emphasis is put on:

- Linking the INBD, turn-round and outbound processes of FLTs
- Sharing of the right information at the right time to the right people best placed to act upon it
- Improved FLT data exchange between APs and the ATFM network (NMOC)
- A-CDM is implemented in GVA airport environment through the introduction of the following operational procedures.
- TOBT improves predictability during the turn-around process of aircraft. The TOBT has to be set and updated by the handling agents.
- TOBT is key data for a proper processing for GVA A-CDM concept, as it permits to determine the TSAT and the TTOT.

2. A-CDM Procedure

Flight Plan Check

The ATC FPL originator needs to check if the ATC flight plan is consistent with the AP slot. Filing and updating the flight plan is and remains the responsibility of the ACFT Operator (AO). He may delegate these tasks to his accredited Handling Agent.

Target Off Block Time (TOBT) management

TOBT is set and updated by the handling agents based upon the following status:

- Aircraft ready, doors closed
- Fuelling completed
- If required push-back truck connected
- If required de-icing completed

The TOBT must be updated by the handling agent as soon as he is aware of variation in readiness of a flight (delay or improvement) of 5 minutes or more.

Communication of the TOBT:

- The Handling Agents are responsible to transmit the TOBT to the flight crew
- TOBT for all flights are also accessible on the FIDS monitors

Estimated Off Block Time (EOBT) management

The aircraft operator is still required to update flight plan by sending DLA to avoid FLS due to FAM process, when EOBT is modified by more than 15 minutes

Target Start-up Approval Time (TSAT)

The system calculates for every DEP the best possible start-up and/or off-block time to reduce queuing times at the RWY, while maintaining a high RWY capacity. The TSAT is calculated by taking into account TOBT, Calculated Take-Off Time (CTOT), Variable Taxi Times (VTT) from the parking PSN to the DEP RWY. Apron Control and ATC will CONT to optimise the DEP order sequence by ensuring the right mix of traffic.

The calculated TSAT will be displayed in the Airport Operational Database (AODB) to inform Ground Handling (GH)

Coordination with the Network Manager Operations Centre (NMOC) / CTOT processing

A PERM and fully automatic data exchange with the NMOC is established. This data transfer enables accurate and early prediction of DEP times. Furthermore this allows a more accurate and efficient calculation of the CTOT due to the use of local TTOT. The following messages are used for each individual FLT:

- Early Departure Planning Information Message (E-DPI) based on current Flight Plan data
- Target Departure Planning Information Message (T-DPI) based on TOBT and later on TSAT
- ATC Departure Planning Information Message (A-DPI) based on actual off-block time
- Cancel Departure Planning Information Message (C-DPI) when local CDM process is interrupted

3. ATC Clearance

ATC DEP clearance request is possible with GND (**121.675 MHz**) via voice or DCL at the earliest 15 minutes before the TOBT and latest at TOBT. The pilot shall indicate the parking position.

4. Start-up clearance and push-back (if required)

South Apron:

When **fully ready** (doors closed, fuelling completed, push-back truck connected when needed, and **if required de-icing completed**), the pilot **shall contact** GND (121.675 MHz) at latest at TOBT. APRON (121.850 MHz) will issue the start-up (and push-back if required) within TSAT -5/+5 minutes. Start-up shall be initiated during push-back unless otherwise instructed by APRON.

North Apron:

When **fully ready** (doors closed, fuelling completed, and **if required de-icing completed**), the pilot **shall request** start-up and taxi clearance from GND (121.675 MHz) at latest at TOBT. GND will issue the start-up clearance within TSAT -5/+5 minutes.

5. Winter Operation

It is the handling agent's responsibility to feed the A-CDM platform with the deicing information.