

Key definitions

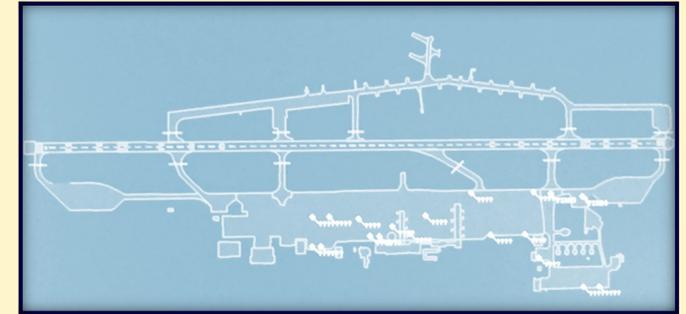
Airport CDM Information Sharing Platform (ACISP): ACISP is the web-based platform, developed for sharing all the relevant data of arriving and departing flights among the involved Stakeholders. It is used to enter/update TOBT per each departing flight.

Target Off Block Time (TOBT): TOBT is the time when the AOs/GHs estimate that an aircraft is ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start-up/push back immediately upon reception of the clearance from the TWR.

Target Start Approval Time (TSAT): TSAT is set by LGS and indicates the time when clearance for start-up and push back may be expected, to be in line with TTOT and the departure capacity. TSAT takes into account TOBT, Variable Taxi Time, and CTOT. TSAT, which is normally close to TOBT, ensures a proper and stable sequence for departure.

Target Take Off Time (TTOT): TTOT is the time that an aircraft is expected to take off. It is calculated by adding the Estimated Taxi Out Time (EXOT) to the TSAT. It is updated in line with any updates to the TSAT.

Calculated Take Off Time (CTOT): CTOT is assigned by Network Manager Operations Centre (NMOC) when flow restrictions are in place. Aircraft must depart within the time window, -5 to +10 minutes of the CTOT.



A-CDM at Riga International Airport

For further information:

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What is A-CDM?

A-CDM is an operational procedure implemented at RIX International Airport aiming at improving Air Traffic Flow and Capacity Management, reducing delays, enhancing the predictability of events and optimising the utilisation of resources.

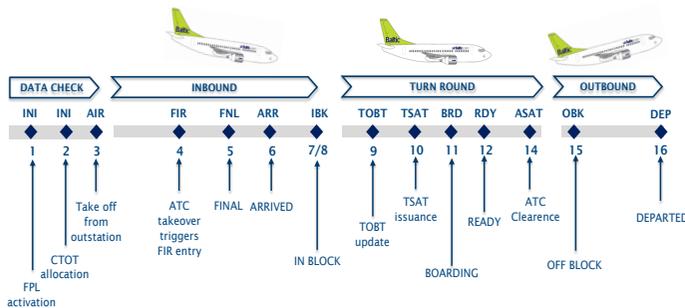
A-CDM facilitates the decision making of involved Stakeholders –LGS, RIX Airport, Aircraft Operators (AOs) and Ground handlers (GHs) - in the management of arriving and departing flights through an effective sharing of accurate and timely information.

The present leaflet provides information on the following key A-CDM elements:

- CDM Turn-round Process, Milestones Approach (CTRP)
- Target Off Block Time (TOBT)
- Actual Ready Time (ARDT)
- Target Start Approval Time (TSAT)
- Actual Start Approval Time (ASAT)

CDM Turn-round Process, Milestones Approach (CTRP)

Starting from the 16 A-CDM milestones reported in the Eurcontrol A-CDM implementation manual, the following overall A-CDM milestones approach has been identified for Riga International Airport.



Additional milestones, related to de-icing process, have been taken into consideration to ensure the application of the A-CDM procedure also in adverse conditions.

Target Off Block Time (TOBT)

TOBT is generated **automatically** by the A-CDM Information Sharing Platform (ACISP), and can be updated **manually** by GHs and/or AOs at any time unless the flight has received start up approval.



Automatic TOBT

The ACISP generates an automatic TOBT according to the following rule:

$$\text{TOBT} = \text{ELDT} + \text{EXIT} + \text{MTT}$$

where:

ELDT = Estimated Landing Time

EXIT = Estimated Taxi In Time

MTT = Minimum Turn round time

In case the flight is not linked with an incoming flight, the automatic TOBT is initially set equal to the SOBT (Scheduled Off Block Time).

In case of earlier arrival of the linked flight, automatic TOBT is equal to SOBT of the linked departing flight.



Manual TOBT

TOBT can be entered by GHs and AOs into ACISP either through **desktop** or **mobile Web interface**.

TOBT may be manually input by GHs/AOs and changed without limitations until TOBT - 30 minutes.

At TOBT - 30 minutes (TSAT issue), TOBT may be updated up to 3 times; after that:

- TOBT and TSAT are deleted (the flight position in the pre departure sequence is cancelled accordingly)
- GH/AO is requested to provide a new TOBT
- Flight is re-allocated in the pre-departure sequence according to the new TSAT

N.B.: "manual" TOBT is not accepted if earlier than SOBT and/or it does not respect the tolerance window EOBT -5/+15 min (flight plan consistency check).

Actual Ready Time (ARDT)

At the completion of the ground operations, GH is requested to declare the aircraft "ready" to move from the stand. This can be performed by pressing the **"Ready"** button on the desktop / mobile web interface.

ARDT must be provided within the tolerance window (i.e. TOBT ± 5 minutes), Please consider that:

- The ACISP does not accept ARDT before TOBT-5 minutes
- If the aircraft is not declared ready within TOBT + 5 minutes, the current TOBT is deleted.

Target Start Approval Time (TSAT)

TSAT is generated **automatically** by LGS for each departing flight, on the basis of:

- Confirmed TOBT (i.e. at TOBT-30 minutes),
- Estimated Taxi Out Time (EXOT)
- Calculated Take Off time (CTOT)

determining the optimal pre-departure sequence to meet the Target Take Off Time (TTOT) of each flight.

Actual Start Approval Time (ASAT)

ASAT must occur within TSAT +5 minutes or ARDT +5 minutes, depending on which of the two timestamps is later.

The pilot, properly informed by the GH/AO of TSAT for its flight, calls LGS in order to receive the start up approval within the ASAT tolerance window.

If ASAT is not provided by LGS within TSAT (or ARDT) + 5 minutes, ACISP generates an alert to inform the relevant Stakeholders.

N.B. ACISP users can only input and/or modify data of which they are owners (e.g. while information on other flights can be displayed, a generic ground handling agent is never able to change the data of another flight managed by different ground handler).