

# A-CDM

## Q&A



### Where will the crew find the A-CDM procedure published?

In the AIP LSZH AD2.20 Departure Procedure.

### To which time is the TOBT referring?

The TOBT reflects the time, when all activities around the aircraft are completed. That means all doors are closed, jetty or stairs are removed and the aircraft is ready to leave the parking stand.

### At what time reports the flight crew ready to ATC?

When all activities around the aircraft are completed (all doors closed, jetty/stair removed). Then the flight crew reports ready to Clearance Delivery. The ready report has to be within the TOBT  $\pm$  5min. tolerance window.

### What is the meaning of the TOBT $\pm$ 5min tolerance window?

TOBT is an exact time with a range of 5 min minus as well as 5min plus. The positive range includes 5 minutes and 59 seconds.

### Has the TOBT to be updated when a flight is regulated (CTOT)?

There is no difference whether a flight is effected by CTOT or not. All flights have to comply with the rule "Ready at TOBT  $\pm$  5 min." otherwise TOBT has to be updated.

### What will happen when the flight crew reports ready to ATC outside of the TOBT $\pm$ 5min tolerance window?

The flight will not be processed further by ATC, which means the start-up will not be granted and the flight crew will be advised to contact the responsible Ground Handling (GH) to update the TOBT in order to comply with the A-CDM procedure.

### What is the difference between "Departure Clearance" and "Report Ready"?

The term "Departure- or ATC Clearance" means the general activation of the flight by ATC in combination with the en-route clearance. The flight crew can request Departure Clearance not earlier than TOBT  $-15$  min.

The term "Report Ready" describes the moment, when all handling activities are completed (all doors closed, jetty/stair removed) and the crew is ready to perform the start-up procedure.

### Is the connection of the pushback tractor a requirement to report ready to ATC?

No – the flight crew has to report ready according the definition of report ready within the TOBT  $\pm$  5 min tolerance window. Regardless of the availability of a pushback tractor or a de-icing truck. The pushback tractor has to be connected and ready for pushback at TSAT  $-5$  min.

### Must EOBT align with TOBT?

Yes – the deviation between TOBT and EOBT can not be greater than  $+15$  min. or less than  $-10$  min. Even though ATC is not rechecking.

NMOC provides a service which is adjusting the EOBT to TOBT automatically.

### Who is responsible to align the EOBT?

The EOBT is owned by the Aircraft Operator (AO) and the OCC / Dispatch of the AO is responsible to align the EOBT with the TOBT. The GH is responsible to update the TOBT.

### Within which deviation has an update of the TOBT to be performed?

The difference of an TOBT update shall be at least 5 minutes. The minimum value of the TOBT is actual time plus 5 minutes. TOBT updates less than the required values will destabilise the process and off-block sequence calculation.