

# AIP SUPPLEMENT 041/2014

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### Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



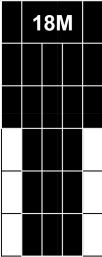
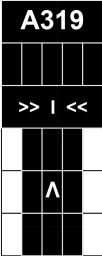

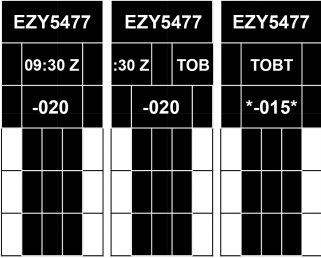
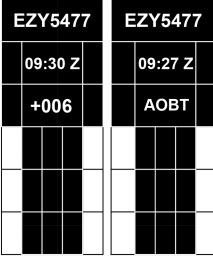
## LONDON GATWICK AIRPORT A-CDM OPERATIONAL TRIALS

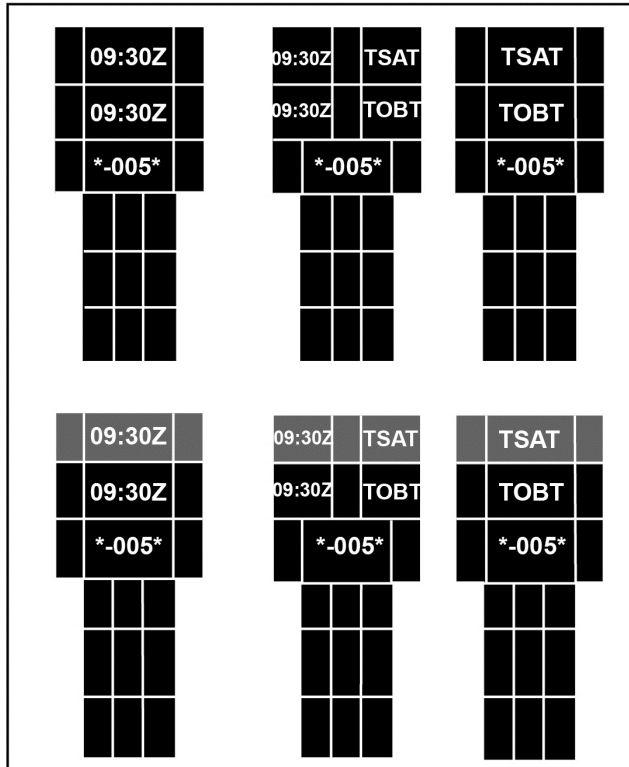
### 1 Introduction

- 1.1 The purpose of this AIP Supplement is to provide updated detail on the operational trial of Airport Collaborative Decision Making (A-CDM) and its impact on flight deck. This includes explanation of information contained on Stand Entrance Guidance Systems (SEGS) and pilot responsibilities, including coordination required with Ground Handler (GHA), De-icing Company and Airline Operations (AO) from Flight Deck. This Supplement cancels and replaces Supplement 027/2014
- 1.2 Operational trials of A-CDM, involving all departing flights (all Operators, including General Aviation Operators), will commence on Monday 27 May 2014 at 0001 hours.
- 1.3 A-CDM means airport partners working closely together by openly sharing data transparently and in real time by implementing a set of operational procedures and automated processes.
- 1.4 **Definitions of commonly used A-CDM Terms**
  - 1.4.1 **Calculated Take Off Time (CTOT)** - Assigned by Eurocontrol's NMOC when flow restrictions are in place. Aircraft must depart within -5 to +10 minutes of its CTOT (as existing requirement)
  - 1.4.2 **Target Off Blocks Time (TOBT)** - The time an aircraft is expected, and agreed by Ground Handler (GHA) and flight deck to be ready to leave the stand (in the case of normal operations) or ready for on stand de-icing to commence (where appropriate, in the case of winter operations). This must be updated to an accuracy of +/- 5 minutes by GHA. Accurate and stable TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.
  - 1.4.3 **Target Start Approval Time (TSAT)** - The time provided by ATC that an aircraft can expect to receive start approval. Pilots will be notified of their TSAT and any subsequent changes to it by their Operations/GHA or from Gatwick Delivery when they call ready. This should reduce queuing times at the runway hold, while maintaining a high runway utilisation. Calculated automatically by the Departure Sequencer by taking into account TOBT, CTOT, wake vortex, SID routing, VTT, demand and any capacity constraints e.g. Low Visibility Procedures.
  - 1.4.4 **Target Take Off Time (TTOT)** - The time that an aircraft is expected to take off. TTOT is calculated by adding a variable taxi time (VTT) to the TSAT. TTOT is updated in line with any updates to the TSAT. Time is a target – the requirement for an aircraft to be airborne within a time window only applies to flights with a CTOT.

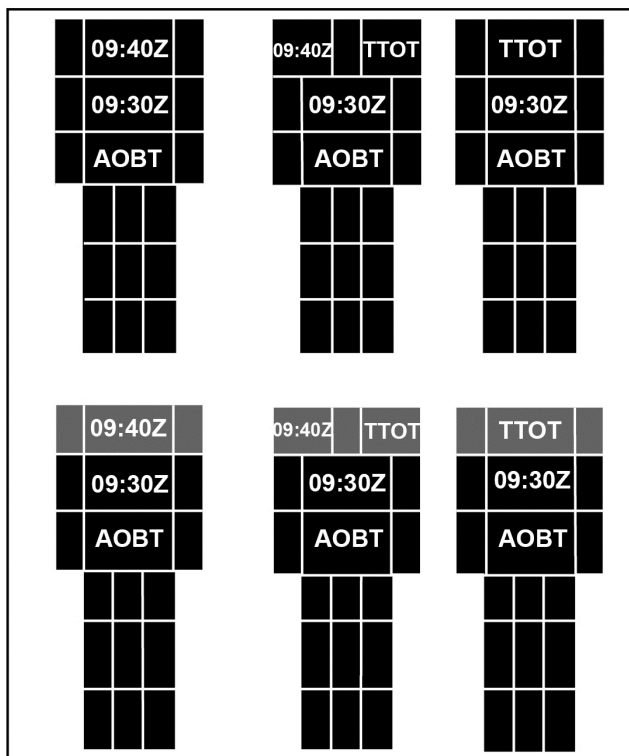
### 2 ACDM information to flight deck via Stand Entrance Guidance Systems (SEGS)

- 2.1 All Pier serviced stands now have fully networked 'Safedock' Stand Entrance Guidance Systems (SEGS).
- 2.2 **IMPORTANT:** The fundamental operation of the Safedock SEGS has not changed for the flight deck. However additional information is displayed as part of improvements to aircraft turns in support of the ACDM operational trials.

Illustration:	Commentary:
 <p>Fig.1</p>	<p>Fig.1 Safedock not yet activated – only stand number displayed</p> <p>No change to display or operation of docking system</p>
 <p>Fig.2</p>	<p>Fig.2 Safedock now armed and awaiting aircraft arrival.</p> <p>No change to display of aircraft type and approach</p>
 <p>Fig.3</p>	<p>Fig.3 Arrivals flight No. displayed and Actual In Blocks Time (AIBT) - Time is followed by 'Z' for Zulu</p> <p>Activated: When current flight (arrival) has occupied the stand</p> <p>Duration of display: from AIBT plus one minute</p>
 <p>Fig.4 Please note – Line 2 scrolling Display</p>	<p>Fig.4 Departures flight No. displayed and Target Off Blocks Time (TOBT) and countdown timer to TOBT - to help drive TOBT achievement</p> <p>N.B. Line two scrolls between TOBT and time Countdown will start to *flash* at TOBT – 15 minutes</p>
 <p>Fig.5</p>	<p>Fig.5 The first illustration depicts a delay to TOBT (+5 min)</p> <p>The second illustration depicts Departures flight No. displayed and Actual Off Blocks Time (AOBT) - to help drive TOBT achievement</p> <p>Duration of display: from AOBT plus two minutes</p>



**Fig 6.** At minus -5 of TOBT, Line 1 with Flight Number will be replaced by TSAT (Target Start Approval Time) scrolling



**Fig 7.** When the Aircraft pushes, AOBT would be displayed as it is currently. Line 1 will replace TSAT with TTOT (Target Take Off Time) scrolling.

### 3 Flight Deck A-CDM Responsibilities

- 3.1 You should ensure that your flight is ready to push at TOBT +/-5 minutes
- 3.1.1 Maintain regular communication with the TCO/GHA. They are responsible for updating your TOBT:
- 3.1.2 If you identify a delay to TOBT +5 or believe you will be ready to depart earlier than TOBT -5 notify the GHA right away
- 3.1.3 The GHA will not bring your TOBT forward without first consulting you

**Note:** Your TOBT & TOBT Countdown are displayed on SEGS today. From late 2014 TSAT & TTOT will also be displayed. If you are using a Remote Stand, your TOBT will not be displayed on the SEGS. The GHA will advise you of your TOBT by radio

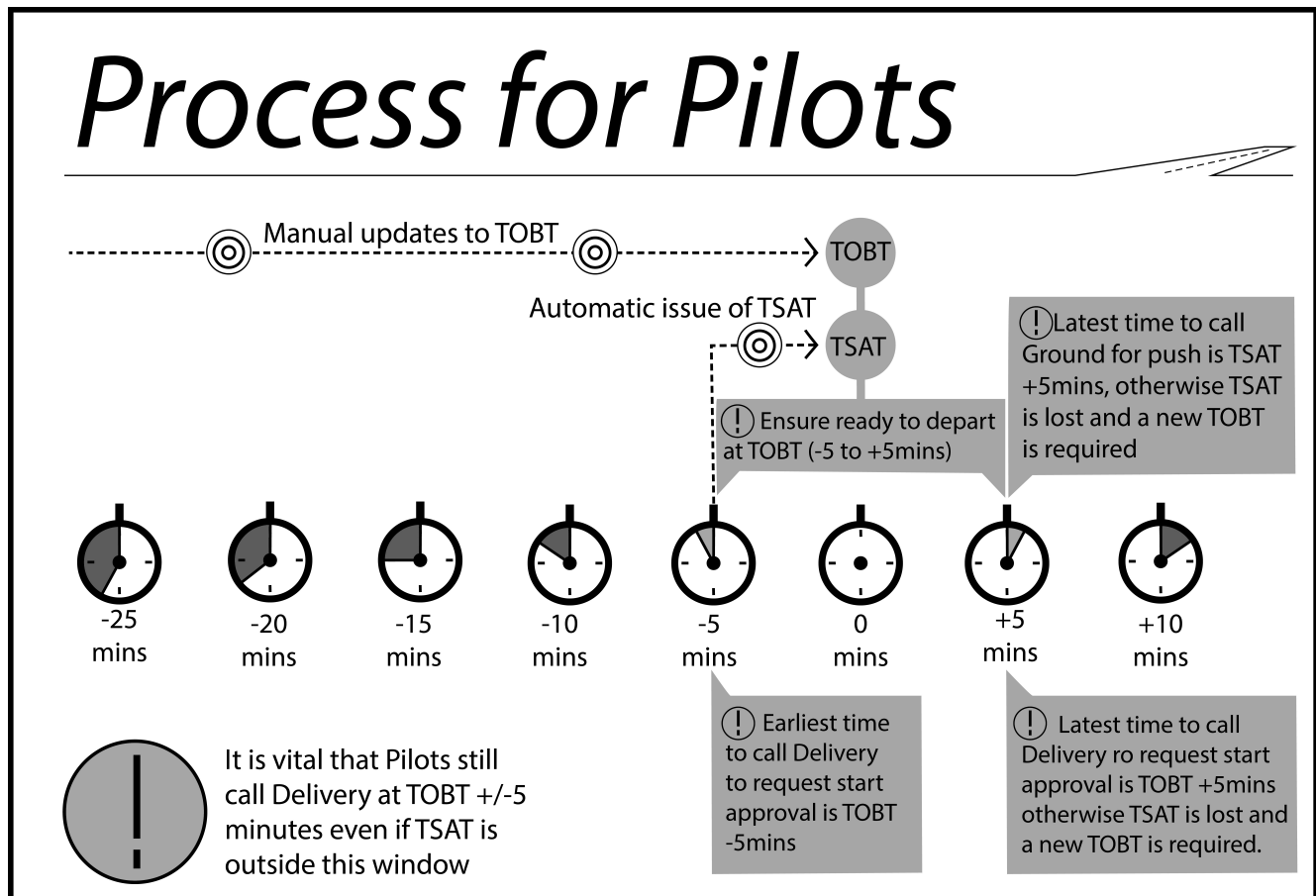
- 3.2 You must report ready with ATC (Gatwick Delivery) at TOBT +/- 5 minutes

- 3.2.1 You will either receive Start Approval or will be advised of your TSAT: '(Callsign) expect start at (TSAT time spoken in words)' and requested to call back at TSAT +/-5
- 3.2.2 ATC will inform you of any changes to TSAT in excess of 5 minutes
- 3.2.3 If you call ready, but are delayed by ATC DO NOT update your TOBT
- 3.2.4 If you have not reported ready for departure by TOBT +5, you will lose your TSAT and you must update your TOBT with your TCO/GHA

**Note:** TSAT and TTOT will be advised by RTF and from late 2014 also displayed on SEGS on Contact Stands

## 4 Process for Pilots

- 4.1 The following flow chart provides a simple overview of the process that pilots shall follow when taking part in the operational ACDM trials at London Gatwick in order to meet the responsibilities detailed in section 3 above.
- 4.2 The actual start process is very similar to non-ACDM trial operations in that crews shall not report ready until the ground crew have confirmed that they have completed the aircraft turnaround and are ready for flight deck to request start with ATC



## 5 A-CDM Process during winter operations

- 5.1 During freezing conditions, TSATs will be calculated by the Gatwick A-CDM system on the basis of whether the individual aircraft has been planned to de-ice on stand or on a remote de-icing pad.
- 5.1.1 Planned de-icing activity is fed into the Gatwick A-CDM system by Ground Handling Agent (GHA), who enters the intention to de-ice the aircraft and the de-icing Company, who allocate the flight with de-icing on stand or remote de-icing pad together with the estimated time for de-icing completion.

**Note:** TOBT is the time that the aircraft will be ready to be de-iced on stand or to leave the stand for remote de-icing. **TOBT must NOT be adjusted to incorporate de-icing activity as this may result in a delay to departure.**

- 5.2 **Flight Crews shall contact ATC at TOBT (+/- 5mins) and report ready for on stand de-icing or pushback for remote de-icing (as advised to flight crew by GHA).**
- 5.2.1 In the case of on stand de-icing; ATC will provide TSAT information, calculated to include the estimated time for on stand de-icing entered by the de-icing company and any subsequent start delay.
- 5.2.2 In the case of remote de-icing, ATC will provide start clearance and taxi instructions to the remote de-icing pad

## 6 Management of the Trial, Communication of Trial Status and Reversion Procedures

- 6.1 Trial Management and Communication
- 6.1.1 **An A CDM Trial Manager role has been established and will be the point of contact for the trial period via [acdm@gatwickairport.com](mailto:acdm@gatwickairport.com)**

- 6.1.2 The CDM Trial Manager is responsible for monitoring the smooth progress of each trial day and is the Gatwick point of contact for all stakeholders during the CDM trials. The CDM Trial Manager will ensure appropriate coordination of extraordinary communications between the relevant parties: NATS(ATC), GHA, Airline, Gatwick Airport Ltd. during the trial period
- 6.2 Cessation and Reversion process
- 6.2.1 In the event that the trial is stopped for any reason, the stop will be communicated via the Trial Manager to the relevant parties. On reversion, the airline and their suppliers will still be expected to update their TOBT's, and Flight Deck shall still call within 5 minutes of TOBT, and update their flight plans (EOBT) as usual. However, ATC will then have the option to start aircraft in the order to best utilise the airport assets, using their expertise from non-CDM operations.

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