

## Introduction

### What is A-CDM?

The Airport Collaborative Decision Making (A-CDM) is a predictive model for airspace and airport operations in Toronto. The objective of this model is to optimize the Aircraft Turnaround procedures at Toronto Pearson airport by ensuring the best possible co-ordination of resources and increasing common situational awareness for all operational departments and airport partners.

## Procedures for Flight Crew

Every flight has a TOBT and a TSAT. The TOBT is a reference time that reflects the targeted completion of ground handling activities. The aircraft must be ready to depart +/- 5 minutes of TOBT.

At +/- 5 minutes of TOBT, the flight crew must contact the Apron Coordinator to confirm that the aircraft is ready for pushback (Call Ready). After this, the Apron Coordinator instructs the flight crew to monitor the appropriate frequency for pushback instructions and taxi clearance.

If the TOBT time cannot be met, or if the aircraft cannot pushback at TSAT, the flight crew must contact the aircraft operator to update a new TOBT and an assigned TSAT.



\*TSAT can be equal to or later than TOBT

It is vital that the Pilot still calls Apron Coordinator at TOBT +/- 5 minutes, even if TSAT is outside this window



## Deicing

Deicing for an aircraft is available from OCT 1 to APR 30. The aircraft operator or flight crew must request deicing at Clearance Delivery. In situations where a deicing request must be made after Clearance Delivery the flight crew must contact the Apron Coordinator with the request.

## Target Off-Block Time (TOBT)

TOBT is a reference time which indicates when an aircraft is expected to be ready to leave its stand. It is kept up-to-date by the aircraft operator or ground handler to an accuracy of +/- 5 minutes to provide a reliable estimate of when the aircraft is ready to be off-blocks, and must be updated if it is different from the previous TOBT by 5 minutes or more. The TOBT is displayed on an Advanced Visual Display Guidance System (AVDGS) at the stand, or communicated by the airline or ground handler where an AVDGS isn't present.

## Target Start-Up Approval Time (TSAT)

TSAT represents the time an aircraft can expect to receive start-up and pushback approval. The TSAT takes into account the actual TOBT, variable taxi times to the runway, expected deicing time, applicable CTOT, and other real-time capacity and demand constraints at the airport. The TSAT is displayed on an AVDGS at the stand, or communicated by the airline or ground handler where an AVDGS isn't present.

## Target Take Off Time (TTOT)

TTOT is the time at which an aircraft is expected to be on the runway. It is based on the TOBT plus the estimated taxi time to the assigned runway.

## Calculated Take Off Time (CTOT)

CTOT is a planned departure time assigned to a trajectory by the ATC (NAV CANADA) when certain restrictions exist. The aircraft must depart from the runway at this time, or the flight crew must contact the airline if this time cannot be met.

## Call Ready

Call Ready is an indication from the flight crew to the Apron Coordinator to signify that the aircraft is ready for pushback. All doors must be closed, with boarding bridges removed, with the aircraft ready to depart from the stand.

Call Ready must be made within +/- 5 minutes of TOBT. If the aircraft is not ready at this time, the flight crew must contact the airline to update TOBT.

## Pushback / Start-up approval

The Pre-departure sequence for aircraft is determined by the TSAT. Start-up approval will only be issued if the TSAT is valid. Pushback/taxi instructions are transmitted to the flight crew from North or South Apron. The flight crew must ensure that the flight is ready to pushback within +/- 5 minutes of TSAT.

## Acronyms

A-CDM	Airport Collaborative Decision Making
ARDT	Actual Ready Time
AVDGS	Advanced Visual Docking Guidance System
CTOT	Calculated Take Off Time
EOBT	Estimated Off-Block Time
EXOT	Estimated Taxi-Out Time
SOBT	Scheduled Off-Block Time
TOBT	Target Off-Block Time
TSAT	Target Start-Up Approval Time
TTOT	Target Take Off Time
VTT	Variable Taxi Time

## Contact Us

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## Frequencies:

Apron Coordinator 122.875

South Apron 122.075

North Apron 122.275

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