

## Introduction

### What is A-CDM?

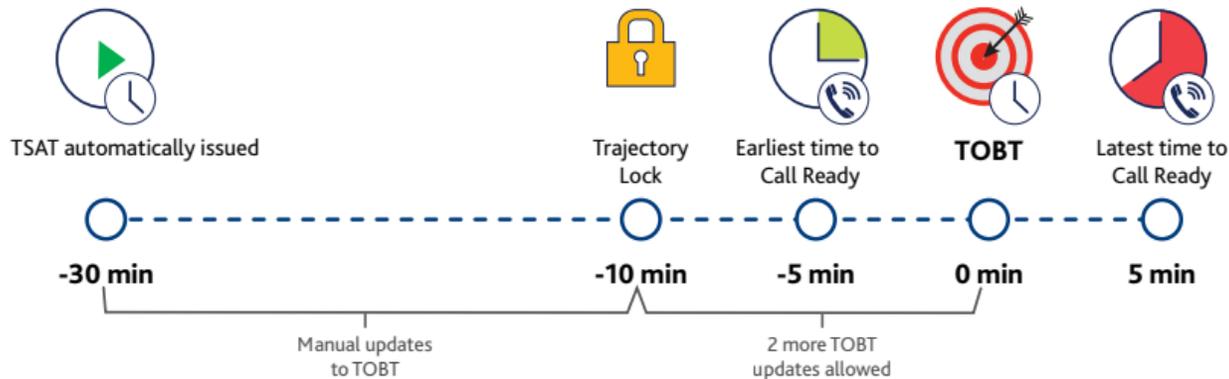
The Airport Collaborative Decision Making (A-CDM) is a predictive model for airspace and airport operations in Toronto. The objective of this model is to optimize the Aircraft Turnaround procedures at Toronto Pearson airport by ensuring the best possible co-ordination of resources and increasing common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

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.

The TOBT is updated by the airline or ground handler when the TOBT differs from the previous TOBT by 5 minutes or more.

Keeping the TOBT updated to accurately reflect the prediction for Off-Block time helps ensure that the aircraft has the best possible TSAT. This minimizes delays between the time the aircraft is ready to depart and the time it is granted departure clearance.

### Procedures for Ground Handlers



\*TSAT can be equal to or later than TOBT



## 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 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 Docking Guidance System (A-VDGS) at the stand, or communicated by the airline or ground handler where an A-VDGS is not present.

At 10 minutes before TSAT, the TOBT can only be updated two more times. If a third TOBT update is required, the aircraft operator or ground handler must contact the Manager of Operations, Airport Flow (MO-AF) for instructions.

## 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 TOBT time, 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 A-VDGS at the stand, or communicated by the airline or ground handler where an A-VDGS is not present.

## Contact Us

**Manager of Operations, Airport Flow**

**Phone:** 416-776-ACDM (2236)

**Email:** [manageroperationsairportflow@gtaa.com](mailto:manageroperationsairportflow@gtaa.com)

**Web:** [torontopearson.com/acdm](http://torontopearson.com/acdm)

## 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 and deicing if in snow conditions.

## 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 and all ground handling activities must be concluded. The tow bar and tractor must be connected to the aircraft. 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.

## Frequencies:

Apron Coordinator 122.875

South Apron 122.075

North Apron 122.275

A-CDM at TORONTO PEARSON

P.O Box 6031, 3111 Convair Drive  
Toronto AMF, Ontario, Canada

L5P 1B2

## Acronyms

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