

Chapter 5 - SEQ PLN

Operation

Containing **Description**, **Operational Procedures** and **Submenus** of the scope called **SEQ PLN...**

1. General Overview

Used by: EKCH_DEL, EKCH_B_GND

General Design

Column 1 (ARR)	Column 2 (STARTUP)	Column 3 (PD+PUSH)	Column 4 (PLANNED DEP)
MESSAGES	STARTUP	SAS ₁	NORWEGIAN ₁
FINAL ₂ (Passive)		PUSHBACK ₃	OTHERS ₁
RWY ARR ₂ (Passive)			
TWY ARR ₂ (Passive)		TWY DEP ₂ (Passive)	
TASK BAR			

3: Pushback is covered under APRON DEP Chapter

LIVE SCOPE EXAMPLE

[illegible]

The SEQ PLN Scope is the capacity to spread its AOR to what is required for its needs.

If is equipped to:

- Provide ATC Clearance, making it the primary scope for combined CLR DEL and SEQUENCING
- It can edit the PUSHBACK bay for exceptional circumstances.

2. Managing Start-ups

An aircraft will call up, within **the +/-5min window** of the TOBT. The TOBT is of no concern to us, only the TSAT.

Aircraft is within the TSAT Startup Window (+/-5min of TSAT), in order for the strip to be able to be transferred to next controller.

Managing CDM can be done either:

- In abbreviated manner using the SEQ PLN Scope (Shown Below)
- In expanded manner using the EST Screen (Shown in Chapter 6)

CDM Operation

CDM operation possible for SEQ PLN in an abbreviated form. You can always use FPL MENU to change timings.

Aircrafts in your STARTUP list will have a possibility of different colors. Using the colors of TOBT, TSAT and CTOT will logically guide you to the correct action.

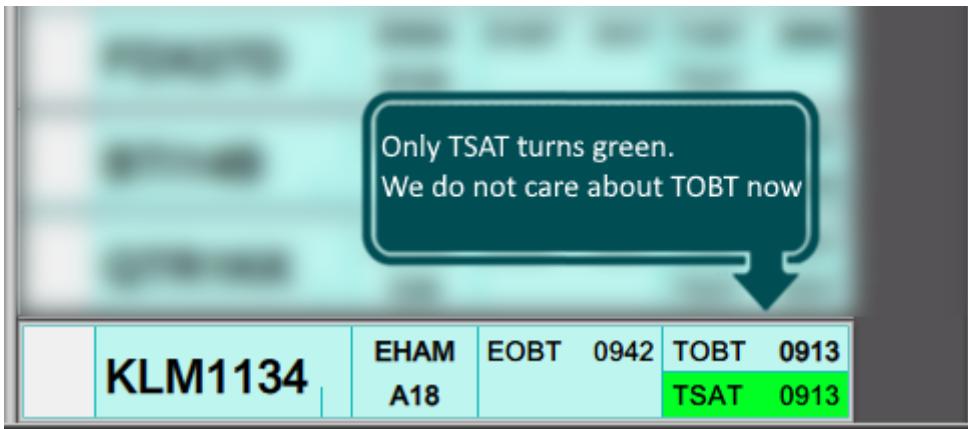
TOBT >6 minutes in future.

At this stage no colors are apparent. TSAT can never be activated before TOBT. Standard coloring is nothing.



TSAT >5 minutes in future.

When our TSAT window opens, it will be shown with the TSAT turning green. You will notice the TOBT remains uncolored because we really do not care about what the TOBT is at this point. It is all about the TSAT. The aircraft can be transferred

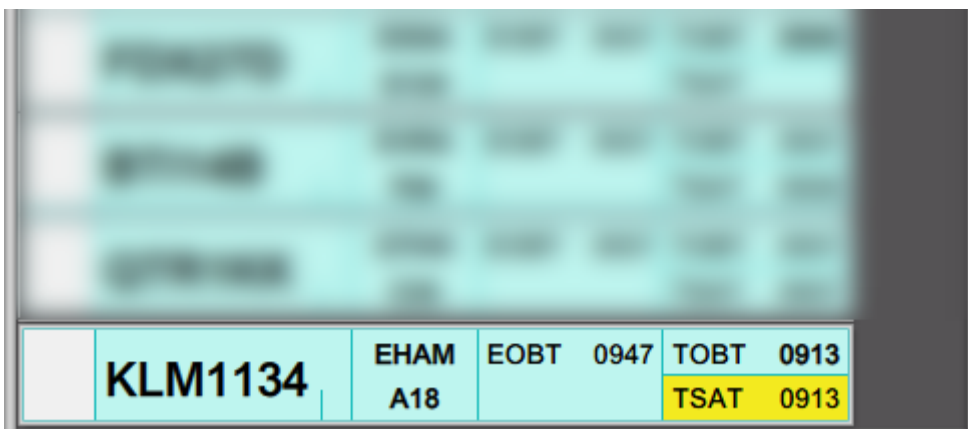


A screenshot of a flight information display. A callout box with a white border and a downward-pointing arrow contains the text: "Only TSAT turns green. We do not care about TOBT now". Below the callout is a table with flight data.

KLM1134	EHAM A18	EOBT 0942	TOBT 0913
			TSAT 0913

TSAT >4 minutes in the past.

TSAT window is open until 5 minutes after TSAT. Then it closes again. At 4 minutes and later the system warns you that this TSAT is about to expire, so it may be a good idea getting a hold of the pilot. In this case the TSAT turns yellow.



A screenshot of a flight information display showing a table with flight data. The TSAT value is highlighted in yellow.

KLM1134	EHAM A18	EOBT 0947	TOBT 0913
			TSAT 0913

TSAT >6 minutes in the past.

TSAT window closes after TSAT+6, and the aircraft can no longer be approved for startup. What you will see in this case is that:

- TSAT returns to colorless! Why? Because TSAT is no longer important. It does not exist
- TOBT turn RED! Why? Because this is the time that now require action from you or the pilot. A new TOBT must be filed to produce a new TSAT, and the

KLM1134	EHAM A18	EOBT 0937	TOBT 0913
			TSAT 0913

If a CTOT is present, the CTOT will be displayed in Yellow color at all time. This is to alert you that the TSAT is a result of a CTOT.

KLM1134	EHAM	EOBT 0947	TOBT 0913
	A18	CTOT 0933	TSAT 0913

If a CTOT is present, the CTOT will be displayed in Yellow color at all time. This is to alert you that the TSAT is a result of a CTOT.

KLM1134	EHAM	EOBT 0953	TOBT 0922
	A18		TSAT 0933

If an aircraft is ready ahead of its TOBT window, clicking on either TOBT or TSAT will reset the TOBT to current time, and send a ready message to the system. This action may or may not result in an improved TSAT.

MESSAGES

FREE TEXT

STARTUP

FINAL

LA THA951 B7443H 22L

LA SAS1214 A319M 22L

RWY ARR

TWY ARR

SAS

SAS1218 EKYT E76 EOB 0927 TOBT 0927 TSAT 0940

SAS69P LFPG B7 EOB 0927 TOBT 0927 TSAT 0934

SAS127 EKBI B9 EOB 0927 TOBT 0927 TSAT 0932

SAS125 EGLL D2 EOB 0927 TOBT 0927 TSAT 0938

SAS1474 ENGM EOB 0927 TOBT 0704 TSAT

PUSHBACK

TWY DEP

NORWEGIAN

NEW

PLANNED

OTHERS

DTR52R EKRN A26 EOB 0927 TOBT 0927 TSAT 0939

SIA351 VTBS C33 EOB 0927 TOBT 0927 TSAT 0930

ICE205 BKF B9 EOB 0927 TOBT 0927 TSAT 0931

CAT413 EKRR 142 EOB 0927 TOBT 0927 TSAT 0934

OYJEC EKRR G119 EOB 1900 TOBT 1900 TSAT 1900

OYPTL EKKL EOB 0927 TOBT 0927 TSAT 0938

OYBPB EKRR F91 EOB 0927 TOBT 0927 TSAT 0928

KLM18X EHAM EOB 0927 TOBT 0927 TSAT 0936

WGT 1000

DEP 22R

ARR 22L

QNH 1009

ATIS

240/09

04L-22R

04R-22L

12-30

TRF

MRK

REQ

X

08:57:32Z

A Strip which is NOT within its TSAT window cannot be transfered, and will result in a **Validation Status**.

3. Transfer

A strip can be transferred to several entities depending on the parking position. With all areas covered:

- APRON NORTH transfers to AD (Apron Departure)

- APRON WEST transfers to GW (Ground West)
- APRON EAST transfers to GE (Ground East)
- APRON SOUTH transfer to GE (Ground East)

Once start-up is approved a single click on the SI field will initiate transfer to the appropriate controller.

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