

Chapter 8 - APRON ARR Operation

Containing **Description, Operational Procedures** and **Submenus** of the scope called **AA+AD**.....

1. General Overview

Used by: EKCH_A_GND

Similar scopes: **AA+AD** (used for combination of Apron DEP and Apron ARR).

General Design

Column 1 (ARR)	Column 2 (DEP)	Column 3 (SU+PUSH)	Column 4 (PLANNED DEP)
MESSAGES	DE ICE V	STARTUP	SAS
FINAL	DE ICE B		
	(UPR) TWY DEP		
RWY ARR	(LWR) TWY DEP	PUSHBACK	NORWEGIAN



2. Procedures

Planned Departures

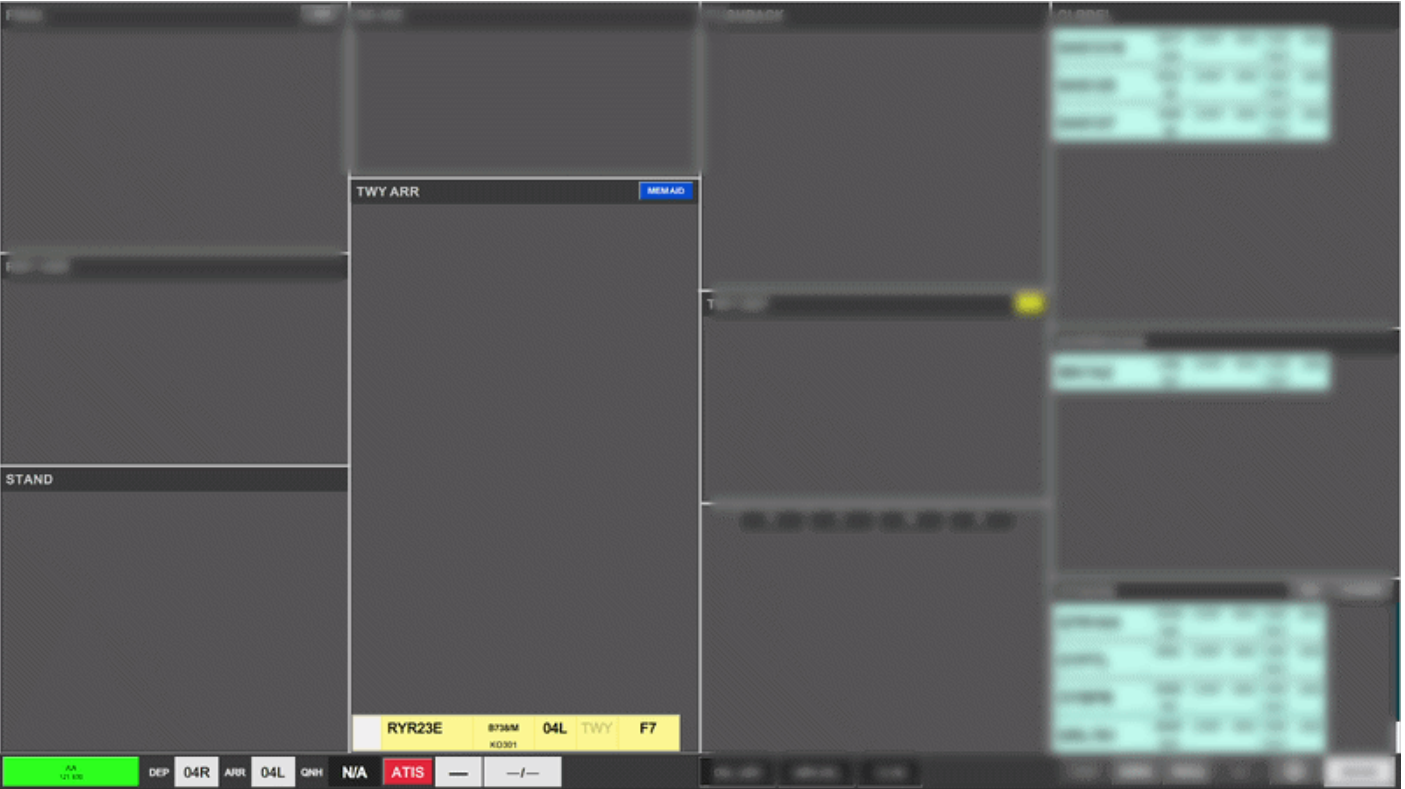
ATC Clearance can be assigned by APRON DEP as required, using procedure as outlined in CLR DEL Chapter.

Assigning Arrival Taxi instruction

Unless otherwise coordinated an aircraft is transferred as per LAI, and visible in the TWY ARR bay. By provision of HS instructions, aircraft is eventually instructed to a stand.

There is no place to mark the clearance limit of a stand.

Once an aircraft is entering the stand, the strip is moved from TWY ARR, into the STAND bay, where the aircrafts SI field turns orange, and has its flight plan closed.

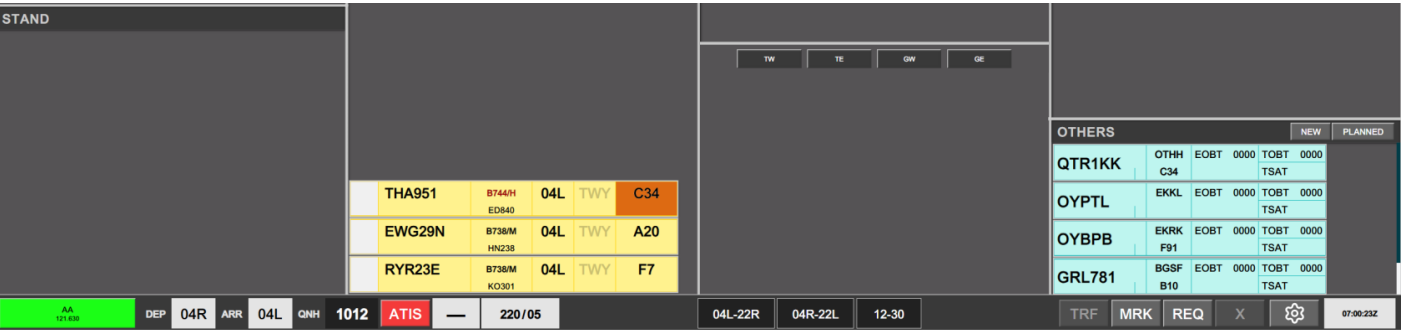


It is **imperative** that aircraft are moved to the STAND bay as soon as possible, to avoid unnecessary strip buildup in the TWY ARR bay

APRON ARR has a *3 minute window* to recall the strip, if it was inadvertently placed in the STAND bay. After 3 minutes has expired (or aircraft has logged off), the strip is automatically removed from existence.

Selecting a New Stand

If the assigned stand has become occupied, the stand field produce a warning by turning to a **dark orange** color.



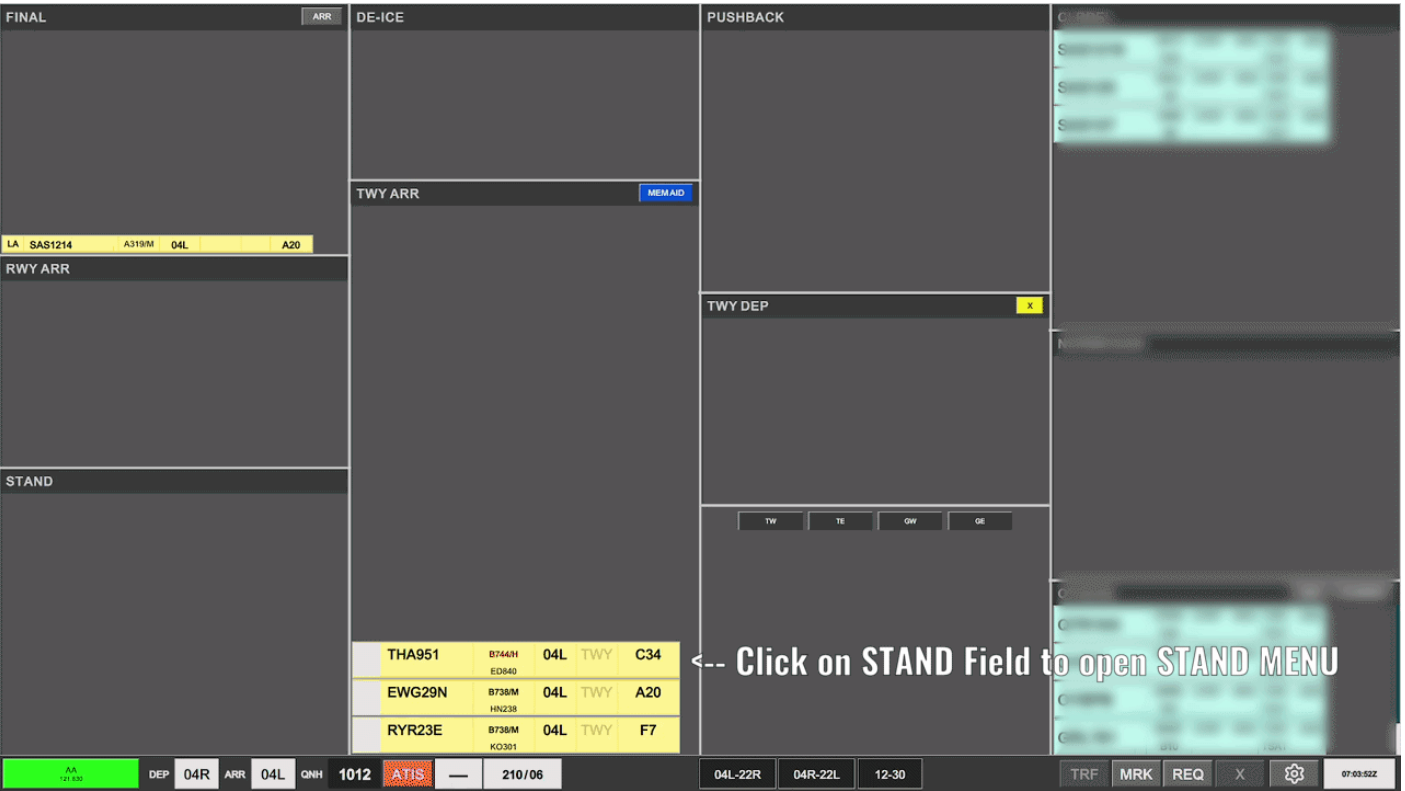
prompting selection of a new stand, the STAND field of the strip is selected to open the

stand assignment menu.

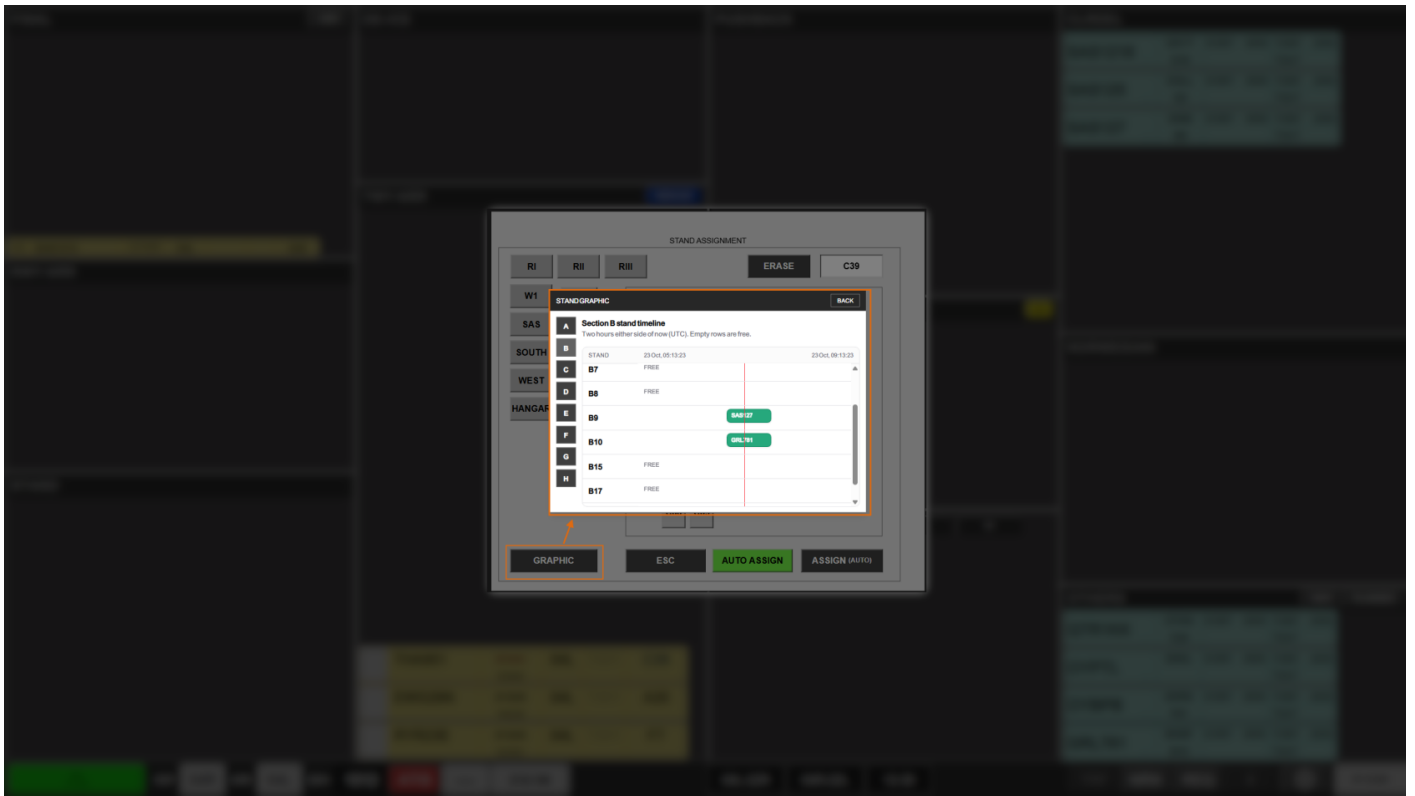
The AUTO ASSIGN is marked by default, and clicking either that icon or the ASSIGN will automatically assign a new stand.

If required a manual stand can be assigned, by navigating the menu.

- A stand carrying a red indication is considered blocked and **CANNOT** be assigned
- A stand carrying a Yellow indication is considered assigned to an inbound on intermediate approach and **SHOULD** not be assigned, unless pilot can promise immediate disconnect, and no respawning on said stand.



In the left corner is a graphic indicating which stands are occupied where over a +/- 2 hour period.



COORDINATION

Coordination between APRON DEP & APRON ARR

Coordination between the two aprons can be achieved primarily by use of MEM AIDs

- CROSSING BEHIND ->
- CROSSING AHEAD <-

This can be used to alert a follow controller of an aircrafts relative position to the strips in that controllers queue. Achieve this by:

1. Click to Select strip in question.
2. Click MEMAID
3. Select the CROSSING BEHIND or CROSSING AHEAD.
4. Place the strip so the arrow point to the aircraft it crosses behind or ahead of
 - Meaning place it **below** an aircraft if it crosses **ahead**.
 - Meaning place it **above** an aircraft it crosses **behind**.

5. Clicking the hourglass on the right of the strip, will acknowledge the request by the other controller.

Coordination between APRON DEP & GW

Coordination between APRON DEP & GW can be achieved either by MEM AIDs, or by use of the RTI (Request Tactical Instruction) feature of flightstrips.

A MEM AID is used similarly, as when coordinating in between aprons.

An RTI can only be requested on a “purple” strip. Strips which are coming to you, but not yet. Therefore this, for the purpose of APRON DEP is requested by GW for you to do something. The request goes as follows:

- GW selects the taxi map and selects a HS position
- Selection turns yellow for both controllers indicating a request.
- APRON DEP clicks the HS and selects the same HS position that was requested.
- Selection removes yellow color and is shown in blue font (indicating a manual selection).

Traffic Sequencing & Handover

APRON DEP must ensure traffic is sequenced correctly, by placing the aircraft leading the queue in the bottom of the bays, followed by next strips in sequence stacked on top.

An aircraft approaching its clearance limit, for handover must be in the Lower TWY DEP bay, because Tower controllers can only see this lower bay. Additionally it must be sequenced correctly.

Automatic transfer is available, by clicking on SI field to initiate transfer to next controller.

If transfer is desired to another station that what is indicated, four small buttons between the two TWY DEP bays, allows a change of default controller by:



- Click to select current strip.
- Click on the station you wish to change the default to.
- Click on SI field to initiate transfer to that controller

The SI field will only change if the station selected is actually online.

If desired a transfer can always be initiated via the Manual TRF option from the command bar.

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