

GW+GE- Operation

Containing **Description, Operational Procedures** and **Submenus** of the scope called **GW+GE**.....

1. CLR DEL

1.1 Overview

- Scope name: **GW+GE**,
- Used by: **EKCH_GW_TWR, EKCH_GE_TWR**

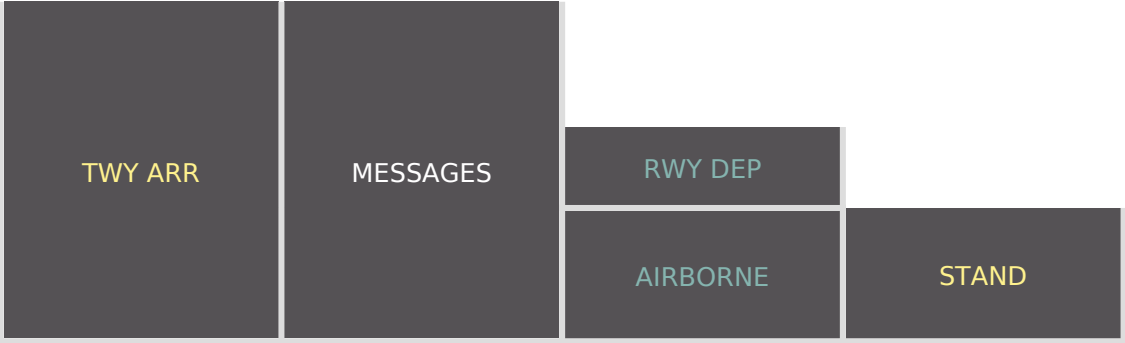
[PIC]

GW+GE scope is used by Ground West and Ground east only, and contains all relevant tasks for performing both inbound and outbound responsibilities on the maneuvering area, as well as top-down coverage when Apron is offline.

Even if both GW and GE is online, the scope stays the same.

1.2 Scope Design

Column 1 (ARR INFO)	Column 2 (DEP Movement)	Column 3 (START/DE-ICE)	Column 4 (DEL)
FINAL	PUSHBACK	STARTUP	PLANNED DEP
RWY ARR	TWY DEP	DE-ICE A	



MESSAGES, FINAL and RWY ARR will not be expanded upon. Refer to chapter 2 for details on MESSAGES.

1.3 PLANNED DEP

Column 4 and the bays associated (OTHERS, SAS, NORWEGIAN) represents planned departures, for use in case there is no delivery or sequence planner is online, resulting in an apron controller providing the clearance.

The three planned departure bays work in an identical fashion as all other scope. Refer to [Chapter 3 - CLR DEL](#) for detailed information on its operation.

1.4 STARTUP

The bay STARTUP is for aircraft who has received the ATC Clearance, and has reported ready for startup.

Only the appropriate aprons are represented, meaning if GND is online, no planes from Apron North are visible.

Strip must be moved out of the STARTUP bay and into the PUSHBACK bay when a pushback instruction has been issued.

Strip design

Identical to STARTUP strip for AA+AD. [Refer to Chapter 5 - AA+AD for expansion](#)

		KLM18X	B738 PHPJK	A18	TSAT 1331 CTOT	22R	
ID		Name		Description		Bay	

1	SI Field	Click to Accept Transfer Click to Initiate Transfer	
2	Callsign	Click to mark or open callsign menu.	
3	Type / WTC	Click either to open "FPL MENU"	
4	STAND	Click to open pushback map to assign release point.	
5	TSAT	Click to update TOBT to current time. <i>Color coding as per Chapter 8 - CDM Operation</i>	
6	CTOT	Informational only. <i>Color coding as per Chapter 8 - CDM Operation</i>	
7	DEPRWY	Runway of Departure. Click to change.	

1.5 PUSHBACK

The bay PUSHBACK is for aircraft who has received pushback instruction.

Strip design

Identical to PUSHBACK strip for AA+AD. [Refer to Chapter 5 - AA+AD for expansion](#)

1.6 TWY DEP

The bay TWY DEP is the version that TWR see. The main difference from the apron version is that the strips has a larger amount of actions fields, allowing change of headings and altitudes.

Strip design

1. **SI Field**: Click to **Initiate** Transfer .
2. **Callsign**: Click to Mark.
3. **STAND** Informational only

4. **DE-ICE**: Informational that De-Ice is required. *Color coding as per [Chapter 9 - Specific Features](#)*
5. **HS**: Hold Short points (Clearance Limit)
6. **HP**: Holding Point assigned
7. **DEPRWY**: Runway of Departure. Click to change.

1.7 TWY ARR

The bay TWY ARR contains the inbound aircraft currently taxiing on a taxiway. The bay contains all strips, including the ones owned by TE/TW and APRON ARR.

Aircraft remains in TWY ARR bay until on stand. If aircraft is inbound to Apron East, West or South GW+GE must manually place the strip in the STAND bay.

Strip design

1. **SI Field**: Click to **Accept** Transfer 
2. **Callsign**: Click to Mark or open callsign menu.
3. **Type / WTC**: Click either to open "FPL MENU"
4. **ARRRWY**: Informational only
5. **HS**: Hold Short points (Clearance Limit)
6. **STAND** Informational only
7. **TBD**

1.8 STAND

The bay STAND contains the inbound aircraft which is on stand, and has been moved there MANUALLY by a controller.

Aircraft remains in STAND bay for 3 minutes after which the strip is removed from existence. the 3 minute delay allows controller to move aircraft back in case of inadvertant movement to STAND bay.

Strip design

1. **ALL Informational**

2. Operational Procedures



2.1 Startup and Pushback

Startup and Pushback are done in identical fashion to apron and will not be discussed here.

2.2 TWY DEP & Transfer.

Strip is usually handed over from APRON DEP to GW+GE. The strip should be cleared to a holding point, either by:

- Clicking HP and select the appropriate holding point, or
- Clicking HS and select one of the taxiways that is a holding point.

When aircraft approaches the holding point, transfer to appropriate controller in accordance with LAI

2.2.1 Coordination Feature

As GW you should set a sequence and transfer to appropriate holdings points for the sequence. This includes assigning holding points to flights with CTOT, which may have to wait.

TW+TE (Next Controller) May choose to coordinate a different holding point than you have assigned, by the use of the incoming coordination feature.

This is recognized by the HP area of your strip becoming yellow. To accept the coordination:

- Click on HP, and select the same holding point as TE+TW requested you to use.

The yellow background will then disappear and the coordination is complete.

You **must** move strips in correct order so bottom one is transfered first, to communicate correct sequence.

2.3 Inbound Taxi

Inbound aircraft are transfered to you in accordance with LAI.

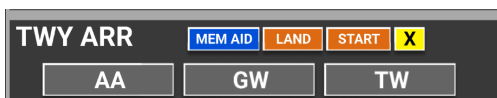
2.3.1 General

The HS field of the arrival strip will show you the default taxiway routing towards apron. You do not need to select this again, if you follow this standard routing.

Transfer strip to appropriate apron as per LAI.

2.3.1 Transfer

Transfer is initiated via the SI Field to the appropriate Apron controller. In case the wrong identifier is shown, usage of the quick transfer buttons in the top part of the bay can be used to change the default next controller on the strip.



2.2.2 Apron East/South

For flights destined for Apron East (Cargo/MIL) or South (GA), usage of the "Crossing Strip" is needed to solidify coordiantion for crossing 04R/22L with TE.

Once crossing has been completed, GW+GE, must assume if needed the crossing strip, and remove it.

2.2.1 Coordination Feature

As GW you should use standard taxi routings to apron unless otherwise coordinated.

APRON ARR (Next Controller) May choose to coordinate a different feeder route than you have assigned, by the use of the incoming coordination feature.

This is recognized by the HS area of your strip becoming yellow. To accept the coordination:

- Click on HP, and select the same HS instruction as APRON ARR requested you to use.

The yellow background will then disappear and the coordination is complete.

You **must** move strips in correct order so bottom one is transferred first, to communicate correct sequence.



3. Menus & Dialogues



3.1 ARR

The ATC Clearance dialogue is divided into three sectors. Departure section, Arrival Section and general information.

3.2 CROSSING

The ATC Clearance dialogue is divided into three sectors. Departure section, Arrival Section and general information.

3.3 LAND/START

The ATC Clearance dialogue is divided into three sectors. Departure section, Arrival Section and general information.

3.4 MEM AID

The ATC Clearance dialogue is divided into three sectors. Departure section, Arrival Section and general information.

3.4 NEW

Open up an empty flightplan to create a new strip. Cannot be an already existing callsign!

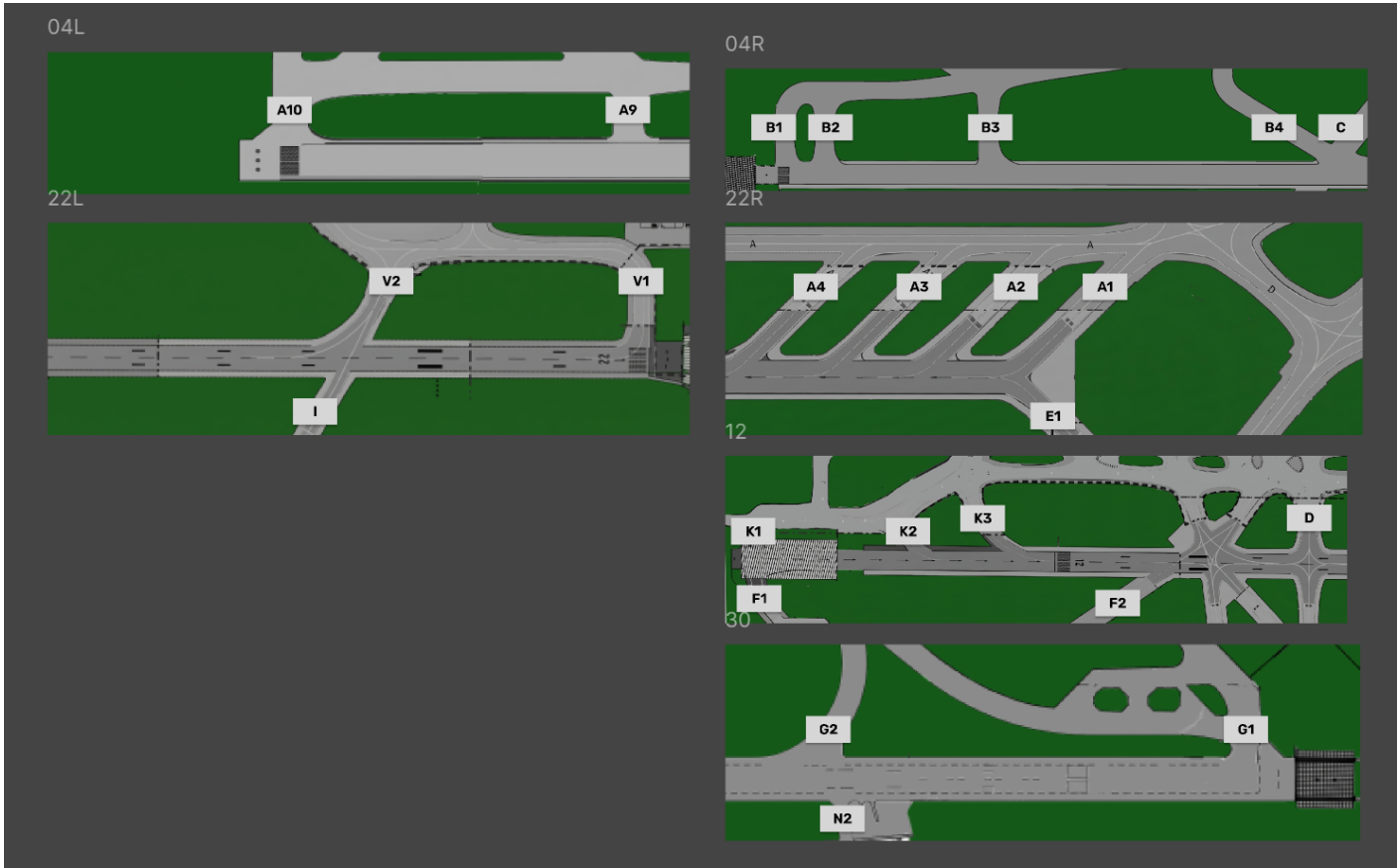
3.4 PLANNED

Type in the callsign of an existing aircraft, to find the flightplan and put it in the CLR DEL bay. (planned departures).

3.5 TWR HS-TAXI CHART



3.6 Holding Point CHART



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