

What is CDM

CDM is a modern tool helping us to manage traffic flow, both in and out of Copenhagen but also to ensure capacity is not breached other places. Likewise it is used by other airports to modulate traffic flow to help our sectors

CDM is MANDATORY for **ALL** online controllers to different extents!

ATFCM is management of CTOTs as is mandatory for ALL controllers regardless of position as long as traffic load allows. This is discussed under "Simplified CDM Procedures"

A-CDM is management of TSAT for sequencing within the airports, and is mandatory for TWR/GND controllers to the extent feasible. This is discussed under "Expanded CDM Procedures"

CDM Module should always be running regardless

Abbreviations and Explanations

CDM: **Collaborative Decision Making**: patent term concerning flow restriction and planning to ensure appropriate ATC capacity during all phases of flight

ATFCM: **Air Traffic Flow Control Management**: Tool to modulate flights based on sector capacity by use of CTOTs to modulate traffic limitation around Europe.

A-CDM: **Airport-Collaborative Decision Making**: local airport flow regulations based on turnaround and TOBTs to ensure planes taxi and take off in a manner avoiding congestion

EOBT : **Estimated off block time:** Time filed by the flightplan as planned start up time

TOBT: **Target off block time:** Time filed by the pilot after entering airplane as proposed start up time

TSAT: **Target Start Up Approval Time:** System created time for start up approval to comply with CDM/ATFCM

ASRT: **Requested Start Up Time:** Time pilot has requested start up, to search for earlier TSATs

CTOT: **Calculated Takeoff Time:** Time the pilot should take of at +10/-5 min, to comply with ATFCM.

What does it all mean?

Quick Breakdown for the basic rules

EOBT is always filed as part of the flight plan

TOBT is filed and changed during the boarding as predicted ready time may be changed back and forth. Pilot can freely choose this time. It is essentially a "Fine Tuning" of EOBT. A controller may also set this time.

TSAT is the time the CDM has targeted the pilot to start up on. This is based on

- 40 slots pr. hour meaning a takeoff time every 90 seconds
- Taxi time to the runway
- Making extra separation between two identical SIDs
- Finding a slot - taxi time which is as close as possible to the pilot filed TOBT.

ASRT is purely a marker you use to remind yourself pilot has requested start-up

ASAT is the time he has been given startup which is also in a way a marker.

Pilots **KNOW** their TOBT (it is filed by them)

Pilots DO **NOT** know their TSAT (It is constantly changing and is calculated by the system)

What to expect from Pilots

1. Pilot have a off block time or EOBT. **This is filed with the flightplan**
2. TOBT is automatically calculated and will initially be identical to the EOBT
3. Pilots will access "vats.im/vgds" to "Confirm" their off block time. This should be done by pilots who want to avoid extensive delay, but is not mandatory

The screenshot shows a user interface for ATFCM Prediction. At the top left, there is a user profile icon and the ID '1226374 ()'. In the top center, there is a blue button labeled 'ATFCM Prediction'. At the top right, there is a yellow button labeled 'Refresh' with a circular arrow icon. Below these, a dark grey box contains a loading spinner and the text 'Checking start-up eligibility...'. The main area displays a grid of fields, each with a label, a yellow information icon, and a dashed line representing a value. The fields are: CALLSIGN: ----, TOBT: i ----, TSAT: i ----, Taxi: i ----, CTOT: i ----, Reason: i ----, ATFCM: i ----, and SID: i ----.

Pilots shall call within +/- 5 minutes of their **TOBT** (the one they know)

Start-up shall only be granted within +/- 5 minutes of the **TSAT** (the calculated one)

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