

Expanded CDM Procedures (TWR/GND/DEL)

Starting CDM (All Controllers)

As the first thing when you log on you must activate CDM to use it

Write **.cdm master BIKF** to activate!

```
[20:13:11] Unable to set master airport BIKF  
[20:13:42] Successfully set master airport BIKF
```

CDM Plugin|.cdm master BIKF

How to do controller change correctly

1. The Old controller changes to Slave with command **.cdm slave BIKF**
2. Once there are no master controllers, the new controller gets the master "role" by writing **.cdm master BIKF**

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This is both conducting ATFCM via CTOTs and A-CDM through use of TSATs

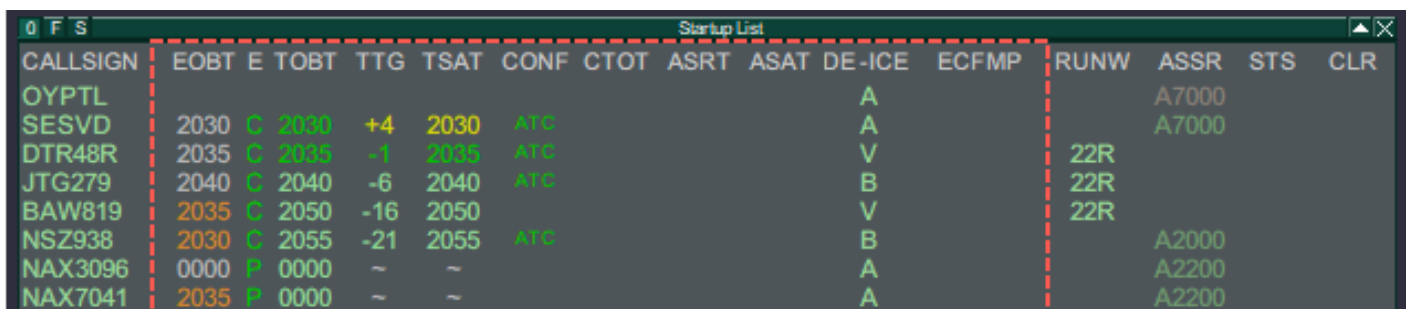
Expanded CDM procedures are done from Startup list, but can be done via departure list for TWR. Please know that:

- You **should** adhere to A-CDM procedures unless traffic load is low, either through Departure list or Startup list.
- You **MUST** adhere to displayed CTOT for takeoff

Reference Material

Press on the top of the TSAT column where it says TSAT! This orders the departure list after TSATs and makes it easier to manage

With expanded mode there is a lot more information, but procedures are very similar



CALLSIGN	EOBT	E	TOBT	TTG	TSAT	CONF	CTOT	ASRT	ASAT	DE-ICE	ECFMP	RUNW	ASSR	STS	CLR
OYPTL										A			A7000		
SESVD	2030	C	2030	+4	2030	ATC				A			A7000		
DTR48R	2035	C	2035	-1	2035	ATC				V		22R			
JTG279	2040	C	2040	-6	2040	ATC				B		22R			
BAW819	2035	C	2050	-16	2050	ATC				V		22R			
NSZ938	2030	C	2055	-21	2055	ATC				B			A2000		
NAX3096	0000	P	0000	~	~					A			A2200		
NAX7041	2035	P	0000	~	~					A			A2200		

Descriptor

There are four main descriptor of times (EOBT, TOBT, TSAT, CTOT), separated by three descriptors (E, TTG, CONF), and an additional four additional items (ASRT, ASAT, DE-ICE, ECFMP).

- **EOBT:** Estimated Off Block Time
 - The pilot filed off block time from the flightplan (e.g. Simbrief). The one passengers shows up for.
- **TOBT:** Target Off Block Time.
 - The pilot filed off block time, via our CDM tool to confirm actual time of start-up readiness.
- **TSAT:** Target Start-up Approval Time.
 - The time our system calculates based off the TOBT, to have the pilot fit into the sequence.
 - For internal capacity mainly
- **CTOT:** Calculated Takeoff Time

- A Takeoff time at which the aircraft must depart within -5/+10 min of. TSAT is adjusted accordingly.
- For external capacity (ECFMP, ATFCM)

(Color) Coding	EOBT	TOBT	TSAT	CTOT
LIGHT GREEN	--	Valid, but not yet Active		--
DARK GREEN	--	Active		By CDM Server*
YELLOW	--	TOBT+4	TSAT+4	Default Color
RED	Flight Suspended	--		By CAD*
ORANGE	EOBT >5min from TOBT			By Manual Event*
WHITE	Default color			

*Not important to know

- **E**: A descriptor about the validity of the filed TOBT.
- **TTG**: Time until the TSAT (- equals time to go, +equals past TSAT)
- **CONF**: A descriptor if the TOBT has been confirmed (or altered) by either "pilot" or "ATC"

(Color) Coding	E	TTG	CONF
DARK GREEN	Correct (C) or Passed (P)	-35min until +3 min	Default Color
YELLOW	--	+4min until +5 min	TSAT+4
RED	Invalid (I)	--	

- **ASRT**: Actual Start-up Request Time
 - The pilot requested start-up if done so before TSAT is active.
- **ASAT**: Actual Start-up Approval Time
 - When start-up approved (STUP or PUSH in Status), ASAT activates and rest of line goes gray.
- **DE-ICE**: De Icing assigned
 - De-ice is required for the pilot, hence taxi out time will be extended.
- **ECFMP**: European Central Flow Management Position
 - A note on what is the origin of a particular flow measure. Only for information.

Procedures

Procedures depends on whether you are handling SEQ only or DEL+SEQ.

Aircraft calls for ATC Clearance (if within AOR)

If **CTOT** is present: Advise pilot about CTOT!. Advise on earliest startup time (TSAT)

If no **CTOT**: No further action required at this stage.

Aircraft calls for STARTUP/PUSHBACK

Check your timings and note:

- If TSAT is **Dark Green**, Start-up can be approved.
- If TSAT is **Light Green**, Pilot is still more than 5 minutes early. he must wait.
- If TSAT is **Yellow** Start-up can be approved, but be quick, it will soon expire.
- If TSAT is **Blank**, Flightplan expired and new TOBT must be filed.

If TSAT is **Light Green** or a **CTOT** is present or TOBT is **Invalid** (expired), try to improve it by sending a "Ready message" by *right clicking on the TOBT. This updates the TOBT to current time, and tries to recalculate everything to look for an earlier time.

If TSAT remains **Light Green** after that, Start-up cannot yet be approved.

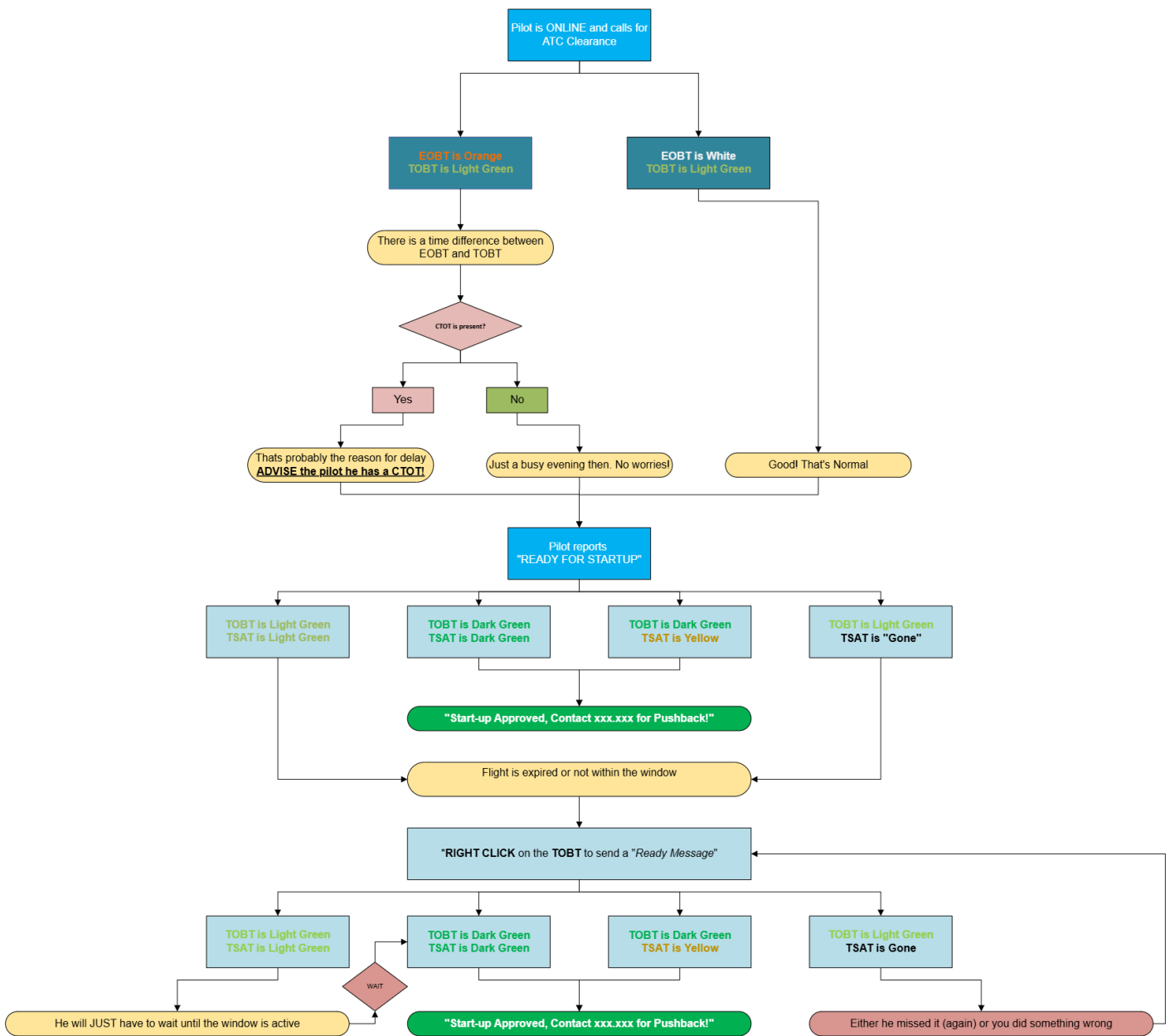
- Click **ASRT** to remind that a request has been made by the pilot
- Approve Startup when TSAT turns **Dark Green**

When start-up approved

- Update Status to STUP or PUSH to activate **ASAT**, and blank out the rest of the times. Aircraft is released.

Flow Chart

Right click on image and select "Open in new tab" to see picture in higher resolution



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