

# A-CDM

## STANSTED'S A-CDM NEWSLETTER - JULY 2019



### ▶ WELCOME

This month we welcome our new A-CDM Project Manager, Cheryl Gibson who is based in Manchester. She has taken over from Adey Awotedu.

### A-CDM NEWS

We are currently reviewing the first A-CDM e-learning training module from To70 which will be ready for you to use toward the end of the year.

We are also planning two classroom training sessions for A-CDM Champions. If you would like to be involved in these please email us on the address at the bottom of the newsletter!

### LET'S LEARN:

ATFM - Air Traffic Flow Management

FUM - Flight Update Message

ACGT - Actual Commencement of Ground Handling Time

TOBT - Target Off-Blocks Time

TSAT - Target Start-Up Approval

ATFM - Air Traffic Flow Management

ASRT - Actual Start-up Request Time



## START-UP EXPLAINED

The start-up process is split into several milestones in A-CDM.

The Target Start-up Approval Time is the time provided by ATC (taking into account TOBT, CTOT and any traffic restrictions) that an aircraft can expect start-up/push back approval.

The request for start-up is made by the pilot at TSAT. This generates an Actual Start-Up Request Time (ASRT). If the request is not made at TSAT (+/- 2 minutes), an alert is raised to the relevant users in ACISP.

Once ATC approve the start-up and pushback, an Actual Start-up Approval Time (ASAT) is generated and the aircraft can begin its pushback. As above, if the approval is not given at TSAT (+/- 2 minutes), an alert is raised to the relevant users in ACISP.

These steps follow the "best planned, best served" processes of A-CDM, giving all airlines a fair and stable plan with fewer unforeseen delays in pushback.

## ▷ PARTNERS

We met with Jet2, Ryanair and easyJet crew to find out what they thought about A-CDM from a pilot's perspective. We asked what the difference was flying into a non A-CDM airport versus an A-CDM one.

An example of the 'first come, first serve' approach at a non A-CDM airport could be that one aircraft calls ATC to say it is ready to depart and another one says it is ready two minutes later. The first aircraft is given pushback clearance but still has steps attached and an open cargo door. The second one has all doors closed and a tug attached, but because it wasn't first to ask, it is told to wait for pushback because the first one still hasn't pushed. This is not an uncommon situation due to pilots wanting to 'get in the queue' for the runway.

The situation at an A-CDM airport will be that a 'targeted ready time' (TOBT) must be provided and all involved in the turnaround plan to. The fueller, caterer, baggage handler, pushback tug driver, pilot and others all aim to have the aircraft ready at the TOBT time. The dispatcher co-ordinates this and it is visible in the A-CDM Portal (ACISP) and on the Safedock. Situational awareness between all A-CDM partners means that ATC expect that the aircraft will be ready at TOBT and they issue an appropriate TSAT that sequences the pushback times to minimise delay.

Taking into consideration our conversations with them and other pilots across the campus and as part of our contact with other airports we are aiming to define a simple A-CDM process that pilots will be familiar with.



## FEEDBACK?

We have been producing the A-CDM Newsletter for a few months now so we would like to ask you for some feedback.

Let us know what you think by taking this 30 second survey:

[Go to Survey](#)

If there is anything else that you would like to contact us about then please email us directly on [acdm@stanstedairport.com](mailto:acdm@stanstedairport.com). We'd love to hear from you!

For further information and previous Newsletters, please visit:

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