

## DEFINITION

### **AIBT**→Actual In-Block Time

The time that an aircraft arrives in-blocks

### **AOBT**→Actual Off-Block Time

Time the aircraft pushes back /vacates the parking position

### **ARDT**→Actual Ready Time

Is the time at which Apron Management Office releases the flight from Handling operations. ARDT can only be within TOBT ± 50

### **ASAT**→Actual Start Up Approval Time

(given by TWR) is the time at which ATC approves Start Up and issues ATC clearance

### **EOBT**→Estimated Off-Block Time

As filed in the Flight Plan

### **GH**→Ground Handler

### **SOBT**→Scheduled Off-Block Time

The time that an aircraft is scheduled to depart from its parking position

### **TOBT**→Target Off-Block Time

TOBT is communicated to the pilot by Ramp Agent

### **TSAT**→Target Start Up Approval Time

Represents the time provided by ATC at which an aircraft can expect start up/push back approval, taking into account TOBT, CTOT and the traffic situation. It is issued at EOBT – 40' (any conflict has to be solved previously).TSAT is communicated to the pilot by Ramp Agent

## NOTES

### **READY EARLIER?**

If the flight estimates to be ready earlier than TOBT-5', you can update TOBT; the TOBT must be accurate to ensure proper pre-departure sequence calculation (TSAT). In any case the minimum TOBT is always EOBT-10' and never earlier than SOBT -10'.

### **START-UP (ASAT)**

Start-Up approval will normally be issued within TSAT +/-5' and in any case after ARDT.

### **NEED TO UPDATE EOBT?**

EOBT must be updated if the difference between EOBT and TOBT is >15'

### **DEPARTURE SEQUENCE**

Pre departure sequence is established according to TSAT and/or to the traffic situation.

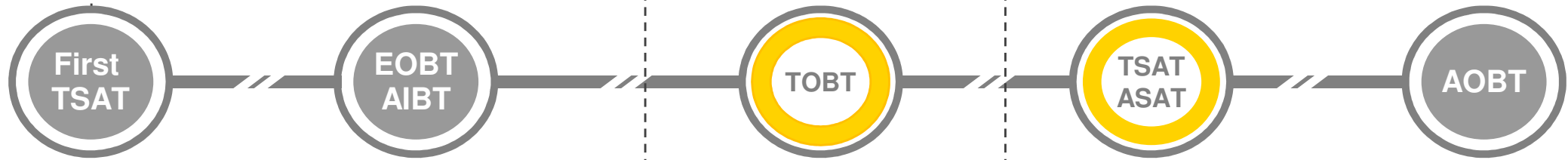
### **AIRCRAFT NOT MOVING AT ASAT + 5'**

If the aircraft is unable to leave the stand at ASAT+5', TOBT and TSAT are cancelled and a new TOBT shall be entered by GH

# AIRPORT CDM

## Flight Crew Information

40' before TOBT



At arrival\*, Ramp Agent shall communicate **TOBT** and **TSAT\*\*** to the pilot

*\*Also on any update of TOBT*

*\*\*TSAT will be available at EOBT-40'*

Pilot shall call **GND 121.900** asking for RWY change before **TOBT-20'**

When ready\*, pilot shall contact **Apron Management Office** (non ATC) on **131.675 MHz** asking for READY status at **TOBT ±5'**

*(If GH expects not to be ready within the specified tolerance, UPDATE the TOBT, otherwise TSAT will be deleted)*

*\*Ready means:*

- *Push-back tug connected, if applicable;*
- *All doors closed;*
- *Stand clear from vehicles and personnel*

**Apron Management Office** checks that the a/c is fully READY and instructs the pilot to call

**GND 121.900 MHz**  
**within TSAT ± 5'**  
for start-up and ATC clearance