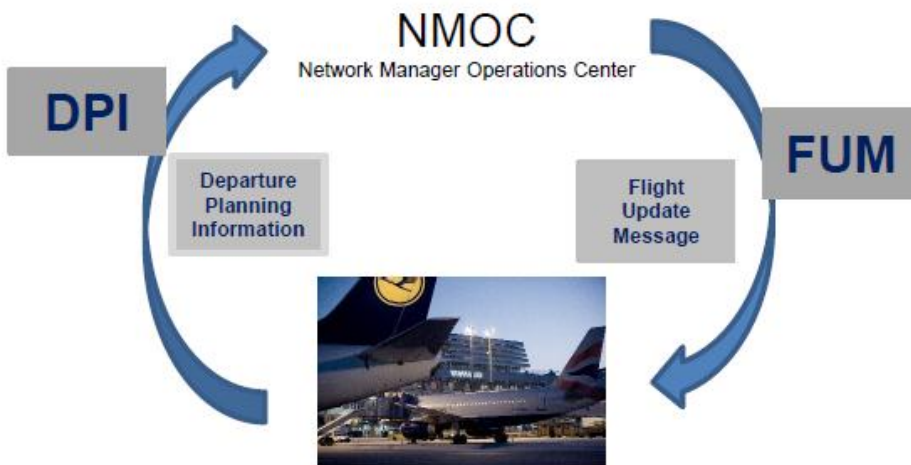


Data Exchange with NMOC – Departure Planning Information (DPI)

Based on a fully automated data exchange with NMOC a forecast of estimated landing times by FUMs (Flight Update Messages) and estimated departure times by DPI (Departure Planning Information) is possible in a timely and reliable manner. During the turnround process estimated departure times for every flight from Stuttgart Airport will be automatically sent to NMOC as a DPI. These flights will be marked as departures from a CDM airport in the system of NMOC and considered accordingly during further processing.



After a successful correlation of the flight plan data (milestone 1) a first calculation of the Target Take-Off Time (TTOT) will take place. The calculation is based on the EOBT of the ATC-flightplan taking into account the parking position and an individual taxi time according to the departure runway. The calculated TTOT is transmitted to NMOC via an Early-DPI (E-DPI).

Two hours before EOBT (milestone 2) the expected departure time (TTOT) will be sent to NMOC via a Target-DPI (T-DPI). If already available a manually set TOBT will be used for the calculation of the TTOT. For regulated flights the TTOT is used as „No CTOT before“ information. With this information the „Slot Adjustment Window“ opens up within which the CTOT of regulated flights is adjusted to the reported TTOT at the best.

If the new calculated TTOT deviates by more than 5 minutes from the previous one after the automatic calculation of a TOBT or after a change of a manually set TOBT, an updated T-DPI is sent to NMOC. Changes of SID, aircraft type, registration, DEP-status, deicing-status and changes of the calculated taxi time by more than 3 minutes will also lead to an updated T-DPI.

If the TOBT for a flight is deleted and a new TOBT is not set within 2 minutes a Cancel-DPI (C-DPI) is transmitted to NMOC. The person responsible for the TOBT has to enter a new TOBT to reactivate the A-CDM process for this flight. After input of a new TOBT the data exchange with NMOC will restart with a T-DPI.

An ATC-DPI (A-DPI) is sent to NMOC when the aircraft is leaving the parking position (Off-Block), no more changes of the flight plan are possible. For regulated flights the CTOT which is valid at this moment will be fixed and no changes will take place by NMOC.

Who is responsible for your TOBT?

Please inform our
A-CDM Team Stuttgart



**A-CDM
Roadshow**

May 8th 2014
Save the date
Invitation to follow