

**OPERATIONAL PROCEDURE OF AIRPORT COLLABORATIVE DECISION  
MAKING (A-CDM) AT TAN SON NHAT INTERNATIONAL AIRPORT (CONTD)****1.2.2.2 EOBT (contd)**

- AO shall notify ARO/AIS and if new EOBT is available (for delay more than 30 mins compared to EOBT). Except for flights departing from Level 2 Multi-Nodal ATFM Airport to airports and airspace of Level 3 Multi-Nodal ATFM Network, ATS flight plan submission and relevant information about generating ATS message (including DLA, CNL, CHG messages) shall comply to the current ATFM Multi-Nodal operational procedure.
- AO shall submit a new proposal FPL and notify Tan Son Nhat ARO/AIS and ATFMC (Air Traffic Flow Management Center) if flight delays more than 60 minutes compared to old EOBT.

**1.2.2.3 ALDT**

ALDT is actual time aircraft touch down Rwy. When aircraft land, A-CDM Portal record ALDT by the ADS-B system, then this milestone is officially updated from SMIS through decoding of AFTN/AMHS messages. Then A-CDM Portal automatically calculate EIBT = ALDT + EXIT (estimated taxi-in time).

**1.2.2.4 TOBT**

As soon as a flight schedule is updated into the A-CDM Portal system, the initial TOBT shall be calculated based on FPL information and shall be set equal to the SOBT. As soon as the estimated landing time of an arrival flight is defined, the 2nd TOBT will be automatically calculated when ELDT is received, following the formula:  
The 2nd TOBT = EIBT (ELDT + EXIT) + ETTT. Changes of ELDT/EIBT will result in updating TOBT. This automatic process will continue until the flight is actual arrive in-block (AIBT), TOBT = AIBT + ETTT. The new TOBT cannot be updated greater than 5 minutes before EOBT. In case of aircraft parking overnight or aircraft swapping, TOBT will be automatically calculated based on Actual Commence of Ground Handling Time (ACGT) with the formula: TOBT = ACGT + ETTT. GH is responsible to input ACGT when the ground-handling activities for the aircraft start as scheduled.

From this point onward, the GH is the main source for updating TOBT. The GH will consider available resources and their own planning as well as agreed procedures with airlines in updating the TOBT for flights.

Then, based on daily flight plan, the 1st TOBT will be set equal to EOBT (before TOBT calculated automatically following the formula).

For flights departing from Tan Son Nhat International Airport to airports and airspace of Level 3 Multi-Nodal ATFM Network, after ATFMC VN issue CTOT, AO/GH shall issue TOBT on A-CDM Portal base on EXOT.

Before 25 minutes to TOBT, GH and AO need to monitor the TOBT to get the accuracy of +/-5min. In case, the ETTT of flight is less than 25 minutes, GH need to update TOBT as early as possible in order to avoid affecting the TSAT of flight which is approved to push back/start up of departure flight.

Pilot should continue to monitor the TOBT to get the accuracy of +/- 5 min.

If TOBT +/- 5min is not achievable, pilot must inform GH to update TOBT.

Another source for updates of the TOBT can be the EOBT. Based on the FPL, if the EOBT is updated to a later time than the current TOBT, GH needs to update the TOBT.

**1.2.2.5 TSAT**

TSAT: Provided by ATC via A-CDM Portal based on updated TOBT (via automatically calculate system or ground handlings update manually as requested by airlines), with reference to CTOT, restricted take off time and actual operating traffic condition, TSAT is calculated by ATC for each flight and then issued.

At TOBT-25 minutes, TSAT is planned by ATC to sequence the departure flight.

In normal operating conditions, TSAT = TOBT.

In case it is necessary to increase interval of departure traffic, ATC will update TSAT according to air traffic flow.

In addition, ATC are able to issue earlier TSAT based on current traffic when aircraft is reported full ready and assure that the take-off time will be followed Flight Permission.

For flights departing from TIA to airports and airspace fo Level 3 Multi-Nodal ATFM Network, ATC are responsible of planing and modify TSAT base on TOBT issued by AO/GH and actual operating traffic condition in order for ATOT of flight is within CTOT Compliance window (-5/+10 minutes).

**1.2.2.6 Start-up procedure**

Start-up procedure is based on a collaborative TSAT planning based on the TOBT received by ATC. At TSAT +/-5min, pilot will request to start up and push back after aircraft have full ready (displayed by ARDT on A-CDM portal).

TSAT window: +/- 5 minutes from TSAT.

If the start-up clearance requested by pilots is within TSAT window, ATC is responsible for issuing start-up/push-back approval clearance if possible.

If the start-up/push-back clearance requested by pilots is before TSAT window, ATC shall request pilots to call again for clearance within TSAT window.

If there is no start-up clearance requested by pilots within TSAT window, then the TSAT of the flight shall be considered as invalid and shall be removed from departure sequence.

If the start-up clearance requested by pilots is after TSAT window, ATC shall not issue start-up clearance and request pilot to inform related units (AO, GH) to update TOBT in order to receive a new TSAT.