



Airport CDM@FRA Information

Leaflet #7
September 2010

Faktoren

Allgemeine Einflüsse:

- Wettersituation
- Verkehrsaufkommen
- Infrastruktur
- Technik

Einzelflug Einflüsse:

- TOBT
- CTOT
- Enteisierung
- Variable Rollzeit

• TOBT (Target Off-Block Time)

• CTOT (Calculated Take-off Time)

• TSAT (Target Start-Up Approval Time)



Wettersituation



Verkehrsaufkommen



Infrastruktur



Operationelle Abflugkapazität

Pre-Departure Sequenz

| NR | MAS | CSN | TSAT | TOBT | A | CTOT | SID | EOBT | NDI |
|----|-----|---------|-------|-------|-------|-------|-----|------|-----|
| 1 | < | AFR123 | 06:10 | 06:10 | 07:01 | 06:10 | | | |
| 2 | < | DLR26 | 06:35 | 06:35 | | 06:35 | | | |
| 3 | | DZM1 | 06:38 | 06:35 | 07:50 | 06:45 | | | |
| 4 | > | LNC28N | 06:50 | 06:50 | | 06:50 | | | |
| 5 | < | DTM | 07:00 | 07:00 | | 07:00 | | | |
| 6 | | DIDAK | 07:01 | 07:00 | 07:32 | 07:15 | | | |
| 7 | | NDB09G | 07:10 | 07:15 | | 07:15 | | | |
| 8 | > | DUK24 | 07:16 | 07:15 | ANK | 07:15 | | | |
| 9 | | NS180S | 07:30 | | ANK | 07:30 | | | |
| 10 | | DLHGV | 07:55 | | CEV | 07:55 | | | |
| 11 | | DLH4V | 08:00 | 08:44 | NEQ | 08:00 | | | |
| 12 | < | DLH78E | | | NEQ | 08:45 | | | |
| 13 | > | BAG710Z | | | NEQ | 07:05 | | | |
| 14 | > | BAG708Z | | | CEV | 07:10 | | | |
| 15 | > | BAG18A | | | ANK | 07:10 | | | |
| 16 | > | DLH4H | 07:27 | | ANK | 07:10 | | | |
| 17 | > | BAG154G | | | CEV | 07:15 | | | |
| 18 | > | DLH3K | | | DTV | 07:15 | | | |
| 19 | > | DLH9N | 07:56 | | CEV | 07:20 | | | |
| 20 | > | CV1708T | | | NEQ | 07:20 | | | |
| 21 | > | CV12081 | | | CEV | 07:30 | | | |
| 22 | | ULTF1 | | | DTV | 07:40 | | | |
| 23 | > | CV1808S | | | ANK | 07:40 | | | |
| 24 | | LGL972Z | | | 08:30 | 07:55 | | | |
| 25 | | DLH9H | | | 09:33 | 07:55 | | | |



TOBT



Enteisung



CTOT



Rollzeit

TSAT

TTOT

Berechnung der Sequenz
Berücksichtigung allgemeiner und
Einzelflugbezogener Einflüsse,
getrennt nach Pisten 07/25 und 18!

Nächste Leaflets:

- Variable Rollzeiten
- Datenaustausch mit CFMU
- Enteisierung
- „Common Situational Awareness“ System

Airport-CDM Portal:



www.euro-cdm.org

A-CDM@FRA Kontakt



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Projektzeitplan A-CDM@FRA:

Derzeitige Aktivitäten:

- Abstimmung von Verfahren und Systemen
- Kommunikation
- Training für alle Partner

| | | | | |
|-----------------|-----------------|-----------------|-----------------|-----------------|
| 1. Quartal 2010 | 2. Quartal 2010 | 3. Quartal 2010 | 4. Quartal 2010 | 1. Quartal 2011 |
|-----------------|-----------------|-----------------|-----------------|-----------------|

Systemanpassungen

Systemtests

Testphasen

Regelbetrieb

www.cdm.frankfurt-airport.com



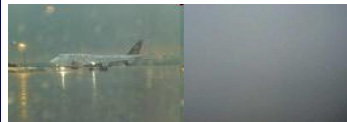


Airport CDM@FRA Information

Leaflet #7
September 2010

Impact

- **General influences:**
 - Weather situation
 - Traffic demand
 - Infrastructure
 - Technical issues
- **Specific influences:**
 - TOBT
 - CTOT
 - De-Icing
 - Variable Taxi Times
- TOBT (Target Off-Block Time)
- CTOT (Calculated Take-off Time)
- TSAT (Target Start-Up Approval Time)



Weather situation



Traffic demand



Infrastructure



Operational departure capacity

Pre-Departure Sequence

| NR | MAS | CSN | TSAT | TOBT | ACTOT | SID | EOBT | NDI |
|----|-----|---------|-------|--------|-------|-----|-------|-----|
| 1 | < | AFR1123 | 06:10 | 06:10 | 07:01 | CEV | 06:10 | |
| 2 | < | DLH826 | 06:38 | 06:38 | | CEV | 06:38 | |
| 3 | | DZWI1 | 06:38 | 06:35 | 07:50 | CEV | 06:45 | |
| 4 | * | LNC289N | 06:50 | 06:50 | | NIQ | 06:50 | |
| 5 | < | DTM1N | 07:00 | 07:00 | | CEV | 07:00 | |
| 6 | | DIDAK | 07:01 | 07:00 | 07:32 | KID | 07:15 | |
| 7 | | NDE309G | 07:10 | 07:15* | | NIQ | 07:15 | |
| 8 | * | DUX14 | 07:16 | 07:15 | | ANK | 07:15 | |
| 9 | | NS180S | 07:30 | | | ANK | 07:30 | |
| 10 | | DLH60V | 07:55 | | | CEV | 07:55 | |
| 11 | | DLH49V | 08:00 | 08:44 | | NIQ | 08:00 | |
| 12 | < | DLH78E | 08:00 | | | NIQ | 08:00 | |
| 13 | * | BAG710Z | | | | NIQ | 07:05 | |
| 14 | * | BAG708Z | | | | CEV | 07:10 | |
| 15 | * | BAG10A | | | | ANK | 07:10 | |
| 16 | > | DLH4HH | 07:27 | | | ANK | 07:10 | |
| 17 | * | BAG154G | | | | CEV | 07:15 | |
| 18 | * | DLH3K | | | | DTV | 07:15 | |
| 19 | * | DLH6HN | 07:56 | | | CEV | 07:20 | |
| 20 | * | GW708T | | | | NIQ | 07:20 | |
| 21 | * | GW181 | | | | CEV | 07:30 | |
| 22 | | ULH7E1 | 07:40 | | | DTV | 07:40 | |
| 23 | * | GW180S | | | | ANK | 07:40 | |
| 24 | | LGL972Z | 08:30 | | | KID | 07:55 | |
| 25 | | DLH9H | 09:33 | | | CEV | 07:55 | |



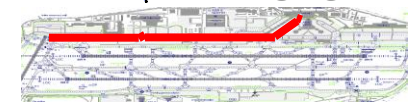
TOBT



De-Icing



CTOT



Taxitime

TSAT

TTOT

Sequence calculation
General and specific influences are taken into account, separately for runway 07/25 and 18!

Leaflets to follow:

- Variable Taxi Times
- Data exchange with CFMU
- De-Icing
- „Common Situational Awareness“ Tool

Airport-CDM Portal:



www.euro-cdm.org

A-CDM@FRA contacts



Klaus.Wehle@dfs.de
S.Hilger@fraport.de

A-CDM@FRA project schedule:

Ongoing activities:

- Fine tuning of procedure and systems
- Communication
- Training for all partners

| | | | | |
|------------------|------------------|------------------|------------------|------------------|
| 1st quarter 2010 | 2nd quarter 2010 | 3rd quarter 2010 | 4th quarter 2010 | 1st quarter 2011 |
|------------------|------------------|------------------|------------------|------------------|

System adaptation phase

System Tests

Trial Phase

Operation

www.cdm.frankfurt-airport.com

