Additional information

Remote Holding, if locally available
In case the TSAT is significantly later than the TOBT (e.g. due to capacity limitations) a remote parking stand may be assigned to your flight. In this case Start-up for Remote Holding (no ATC clearance) has to be requested from APRON/GROUND.

De-Icing
Should be requested as early as possible (at the latest TOBT -40 min, if possible). De-icing process is considered within the TSAT calculation. Therefore Start Up shall be requested according TSAT.

TSAT reporting routines

**DUS:**
- Airport Control Center: + 49 211 421 51011
- SMS Service (ATC Callsign or Registration): + 49 176 88822118

**FRA:**
- Airport Traffic Data Center: + 49 69 690 71740
- SMS Service (“TSAT“ + IATA Flightno.) : + 49 173 7285018
- new Docking Guidance System

**MUC:**
- Airport Traffic Ops Center: +49 89 975 21135
- Docking Guidance System

**STR:**
- Traffic Operations Center: +49 711 948 2615
- Docking Guidance System

**SXF:**
- Ground Handling
- Airport Control Center: +49 30 6091 5106

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Contact details of the person responsible for your TOBT:
(Please contact, if TOBT update required)

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| 40 min before TOBT | TSAT published | TOBT: Target Off-Block Time  
| TSAT: Target Start-up Approval Time  
| TSAT = TOBT (if no capacity limitations apply) |

**Initial TOBT automatically set**

**TSAT transmission**
Pilot receives TSAT via different means:
- via Company: Responsible person for TOBT, R/T, Airline solutions, etc.
- via ACDM reporting routines: Airport Traffic Ops Center, Ramp Display, etc.
(For details see last page)

**Start-up Request**
The start-up approval can be requested from Clearance Delivery at TSAT +/- 5 min via R/T. DCL process possible until TSAT.

**Push-Back/Taxi**
The clearance has to be requested at TSAT -5/+5 min for start-up via DCL, or latest at actual start-up given +5 min for request via R/T.
**Note:** If this is not possible Clearance Delivery has to be informed, otherwise the flight may be taken out of the departure sequence.

**Off-Block**
The A-CDM procedure ends with off-block. Delays during taxi or required return to stand have to be coordinated via R/T with APRON/GROUND.