

# New Procedures at Nice: Beware the Big CDM Computer

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**Nice Airport will launch Airport Collaborative Decision Making (A-CDM) on Nov 25.** The main impact to operators will basically be that **strict timings will have to be adhered-to for the entire start-up process**: flight clearance, engines start-up approval and parking off-block will all have to be done within strict timeframes, otherwise your flight will drop out of the CDM system and you'll likely get hit with a **significant delay**.

**Top tips** from local handler Swissport are as follows (we've paraphrased slightly):

## **Flight dispatch:**

- It is now compulsory to file the flight plan so that it exactly matches the Airport Slot booked by your ground handler. If the flight plan and the Airport Slot timings are not exactly the same, **the Big CDM Computer** at the airport will get terribly confused, your flight plan will get rejected, and you won't be flying anywhere.
- As a consequence, any time you want to change your schedule you must let your handler know first! They get a new Airport Slot for you first, **then** enter your flight into the CDM system, and **then** you can change your flight plan.

## **Flight deck crew:**

- **Strict timings** will have to be respected for the start-up process : flight clearance, engines start-up approval and parking off-block will have to be performed in due time, otherwise the flight will be *SEQUENCE OUT* and the CDM process will have to be reset, resulting in significant delays.

- **The TSAT** (Target Start-up Approval Time) is the key timing since all the departure process is based on it. Your ground handler can provide you with your TSAT, and it can also be monitored directly by the crew on the CDM website (see the attachments below on how to do that).
- The transponder is part of the process for the validation of some CDM milestones.  
**The transponder should be switched on before taxiing and switched off once on-block.** Switching the transponder on/off during taxiing generates wrong timings in the whole process management, and the Big CDM Computer doesn't like that.

Bottom line, just make sure you **keep talking with your ground handler** throughout the whole departure process, so they can manage all these times for you in the system.

Swissport has provided a **handy guide for operators** on what to expect (click the image below to open the full version!):

**CDM@NCE** Pilot Departure Process EN

The departure procedure is organized first around the TSAT and then around the ASAT. Updated 28 October

Departure clearance and Stratup approval must have been granted according to TSAT  
 Off Block must be made according to Startup Approval (ASAT)

**I get the departure clearance between TOBT-15 and TSAT+2**  
 Flight IGX123 request departure clearance  
 Flight IGX123: Runway 04R, Departure BAD006A, Code 4635

**I did not get the departure clearance before TSAT+2**  
 Alert CDM114 is raised I am SEQ OUT, I contact my handler for TOBT to be updated  
 Alert CDM115 = pre alert to inform the flight is almost SEQ OUT (No Clearance at TSAT-5)

**I get startup approval between TSAT-5 and TSAT+5**  
 Flight IGX123 Request start up  
 Flight IGX123 Startup is approved

**I did not get startup approval before TSAT+5**  
 Alert CDM108 is raised I am SEQ OUT, I contact my handler for TOBT to be updated  
 Alert CDM106 = pre alert to inform the flight is almost SEQ OUT (No ASAT at TSAT-3)

**I get the Off Block approval between ASAT and ASAT+5**  
 Flight IGX123 Request pushback  
 Flight IGX123 Push back is approved

**I did not made Off Block before Startup Approval+5min (ASAT+5)**  
 Alert CDM113 is raised I am SEQ OUT, I contact my handler for TOBT to be updated  
 Alert CDM116 = pre alert to inform the flight is almost SEQ OUT (No AOBT at ASAT+1)

**I made Off Block before ASAT+5**  
 Flight IGX123 Ready for departure  
 Flight IGX123 Cleared for Take Off

**If no new TOBT at SEQ OUT+5min, The flight plan will be suspended by NMOC**  
 If the flight is SEQ OUT, the Handler has to input a new manual TOBT in the CDM website: [cdm.nce.aero](http://cdm.nce.aero)  
 Pilot gets the information of his TSAT by his Handler or directly in CDM Website: [cdm.nce.aero](http://cdm.nce.aero)

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### Other things worth knowing at LFMN/Nice:

- With the change to **RNP approaches only** (i.e. what would be known in the U.S. as RNAV GPS approaches), the airport is filing **violation reports** even if you request and get cleared for any other type of approach. The tip is to **double check your FMS database** before you fly to confirm all approaches are loaded, especially the RWY 04 RNAV-A and RWY 22 RNAV-D.

See Airport Spy reports on LFMN for full reports.

- From March 2019, any **schedule change** (ETA, ETD, flight number, provenance or destination airport) will generate a **new PPR number** - now called "Slot ID" - that will have to be updated in the FPL, still in field 18. Bear in mind that this process will take at least 10-15 minutes to have the new schedule validated by the airport and get the new Slot ID.
- France has started a thing called CASH - Collaborative Aerodrome Safety Highlights. It's basically a selection of **briefing packages** for certain airports, drawn from information supplied by airlines, operators, and ATC. So far, they've published ones for LFBK/Bastia, LFOB/Beauvais, LFKC/Calvi, LFPB/Paris Le Bourget, LFPG/Paris Charles De Gaulle, LFMN/Nice, and LFBO/Toulouse. More info