



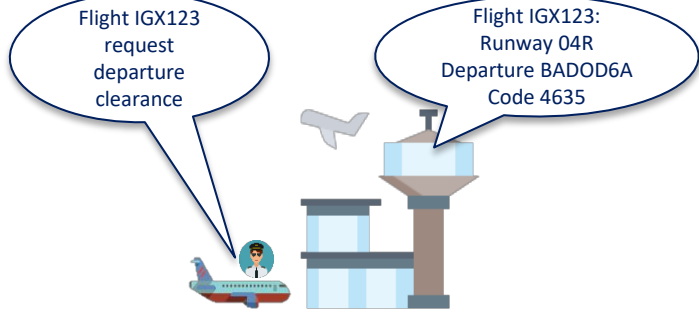
The departure procedure is organized first around the TSAT and then around the ASAT

Departure clearance and Stratup approval must have been granted according to TSAT

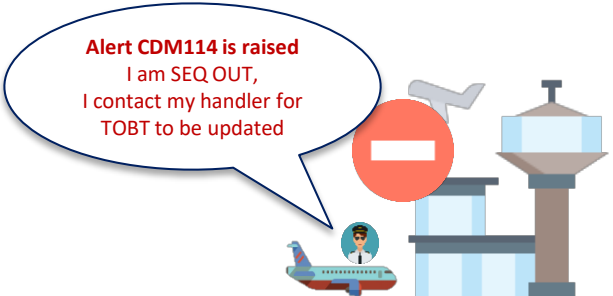
Off Block must be made according to Startup Approval (ASAT)

I get the departure clearance between

**TOBT-15 and TSAT+2**



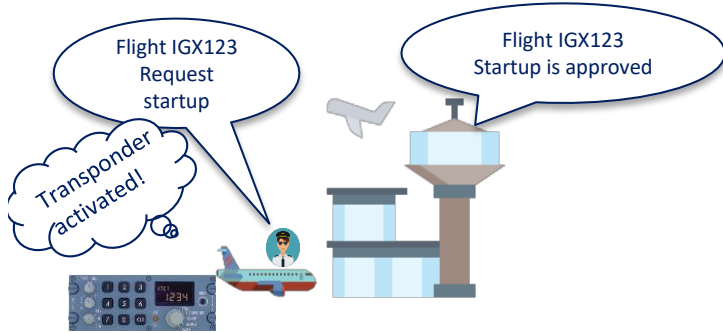
I did not get the departure clearance before TSAT+2



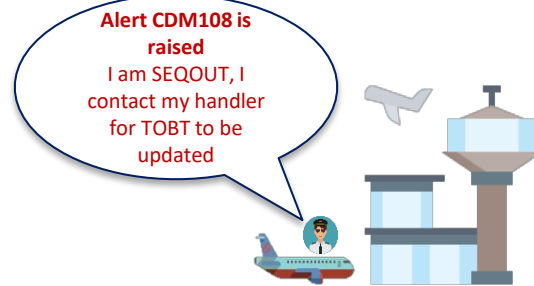
Alert **CDM115** = pre alert to inform the flight is almost SEQ OUT (No Clearance at TSAT-5)

I get startup approval between

**TSAT-5 and TSAT+5**

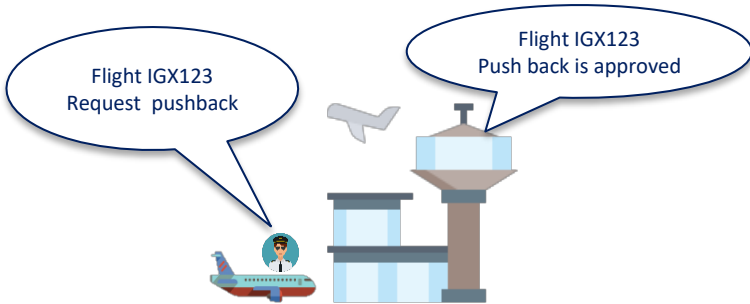


I did not get startup approval before TSAT+5



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**

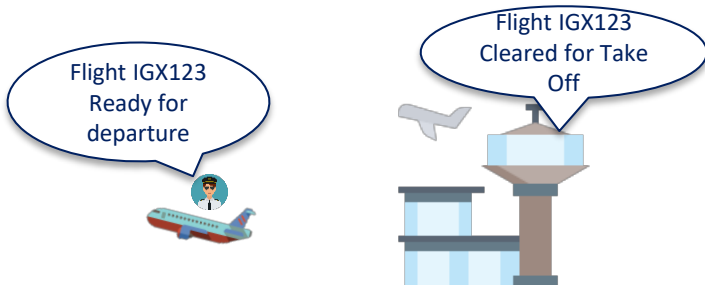


I did not made Off Block before Startup Approval+5min (ASAT+5)



Alert **CDM116** = pre alert to inform the flight is almost SEQ OUT (No AOBT at ASAT+1)

I made Off Block before ASAT+5



**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)



Nice airport uses **transponder's** information in order to improve the accuracy and reliability of all the airfield surveillance system (**SMGCS**) (réf. AIP LFMN)

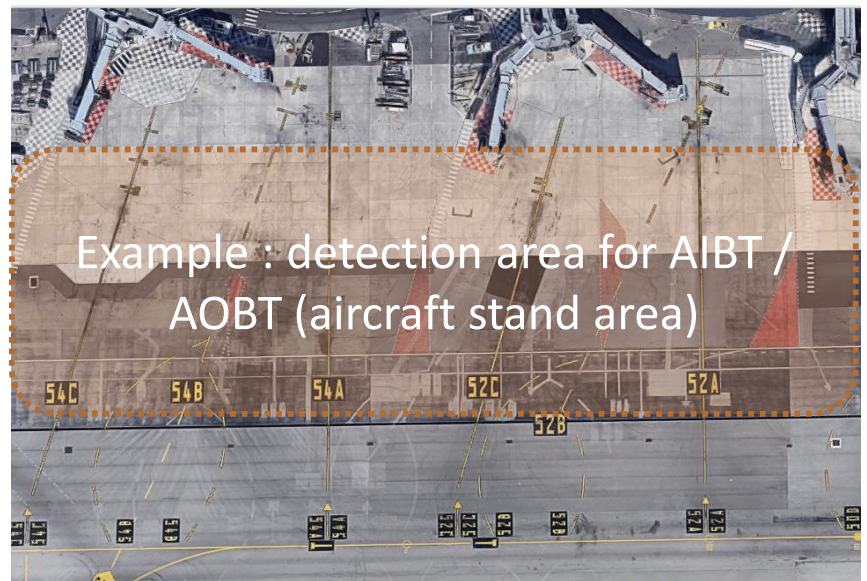
## CDM application

Tranponder's datas also employed in données **transpondeur AIBT (Actual in-Block Time)** and **AOBT (Actual Off-Block Time)** detection's sytems.

IN BLOCK and OFF BLOCK detection rely on the correlation between aircrafts GPS coordinates, **and the activation of the transponder in a specific area on the airfield (aircraft stant area)**

### It's very important to:

- **Arrival** : keep the transponder activated until in-block realized.
- **Departure from the stand** : activate the transpondeur before AOBT, meaning before leaving the stand.



Example : detection area for AIBT / AOBT (aircraft stand area)

**AOBT is a key data in the CDM process, especially for the achievement of the pilot departure process**



### Transponder activated at the right time

- Pilot departure process : OK
- AIBT / AOBT : data compliant for Eurocontrol



### Transponder not activated or lately activated

- **SEQ OUT & flight plan suspension** while the flight is going to the runway for take-off
- AIBT / AOBT : data not compliant for Eurocontrol

1 Accéder au portail CDM de Nice  
Go to Nice CDM Website

[cdm.nce.aero](http://cdm.nce.aero)



2 Cliquer sur « Accès Pilotes »  
Select « Accès Pilotes »



3 Rechercher mon vol  
Finding my flight

4 Consulter ma TSAT et les données de mon vol  
Consult my TSAT and my flight data

**Données du vol**

TSAT	17:40	TOBT	17:40
EOBT	17:40	CTOT	--
Piste	22R	SID	--

**Alertes** : Alertes CDM spécifiques aux Pilotes / Procédure Départ

Clairance départ non disponible alors que le vol est proche de TSAT (risque d'être sorti de la séquence)  
ASAT non disponible alors que le vol est proche de TSAT (risque d'être sorti de la séquence)

**Milestones**

TOBT	16:45
TSAT	17:38
EMBARQUEMENT	
DEMARRAGE ACCEPTE	
BLOCK-OFF	
DECOLLAGE	

**Jalons CDM passés**

**Flight Data**

TSAT	17:40	TOBT	17:40
EOBT	17:40	CTOT	--
Runway	22R	SID	--

**Flight Departure Times**

**Alerts** : Pilot specific alerts for departure process

Missing departure clearance though flight is close to TSAT (may be sequenced out)  
Missing ASAT though flight is close to TSAT (may be sequenced out)

**Milestones**

TOBT	16:45
TSAT	17:38
BOARDING	
STARTUP APPROVED	
OFF-BLOCK	
TAKE OFF	

**CDM passed milestones**