
TEL : 6-03-8529 1318
FAX : 6-03-8529 1310
Email : ais@caam.gov.my
Web : aip.caam.gov.my

MALAYSIA
CIVIL AVIATION AUTHORITY OF MALAYSIA
AERONAUTICAL INFORMATION SERVICES
LEVEL 2, WEST WING TERMINAL NORTH
JALAN CTA 3
KUALA LUMPUR INTERNATIONAL AIRPORT
64000 KLIA, SEPANG
SELANGOR DARUL EHSAN

**AIRAC AIP
11/2024**

Effective from 21 MAR 2024
to 21 JUL 2024
Published on 08 FEB 2024

**KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK)
AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) OPERATIONAL TRIAL AT
KUALA LUMPUR INTERNATIONAL AIRPORT**

(This AIRAC AIP Supplement replaces AIRAC AIP Supplement 41/2023)

1 INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to notify aircraft operators (AO) of the A-CDM Operational Trial at Kuala Lumpur International Airport effective 22 January 2024 0400 UTC.
- 1.2 On 18 September 2022, AIC 05/22 was published to advise the aviation community on the planned implementation of A-CDM at Kuala Lumpur International Airport.
- 1.3 Airport-CDM is a harmonized method for handling an optimal turn-around process. It covers the period of time between the estimated off-block time (EOBT) minus 2 hours until take-off. It is a continuous process from flight planning (ATC flight plan) to landing and the subsequent turn-around process on the ground until the next take-off. Airport CDM at Kuala Lumpur Airport is based on the European standard for Airport CDM and in accordance with ICAO.
- 1.4 The improved quality of the inbound and outbound information is used to optimize the process chain from arrival to departure. This optimization has led to the target start-up approval time (TSAT), i.e., the time at which an aircraft is issued start-up approval by Lumpur Delivery in accordance with the A-CDM procedure. The TSAT is an essential factor for preparing a pre-departure sequence that takes the requirements of all parties involved into account. The TSAT and the resulting pre-departure sequence take the target off-block time (TOBT) as well as local capacities into account.

2 A-CDM Operational Trial

- 2.1 All commercial flights are obliged to follow the A-CDM operational trial procedure, except military, medical, VVIP, and state flights.
- 2.2 Operational trial will commence from 22 January 2024 0400 UTC until 21 July 2024 0400 UTC EST.

3 DEFINITION OF TERMS COMMONLY USED IN A-CDM

- 3.1 Target Off Block Time (TOBT) – The time an AO or GHA committed that an aircraft targeted to be ready, all doors closed, boarding bridge removed, pushback vehicle available, and ready to start-up / pushback immediately upon reception of clearance from ATC
- 3.2 Target Start-Up Approval Time (TSAT) – The time provided by ATC that an aircraft can expect start-up / push back approval.
- 3.3 Calculated Take-Off Time (CTOT) – A time calculated as a result of tactical slot allocation at which a flight is expected to become airborne.

4 A-CDM OPERATIONS PROCEDURE

4.1 TOBT Procedure

The airline operator (AO) is responsible for providing the TOBT for each flight. The AO may delegate the TOBT responsible person to the ground handler

TOBT shall be updated whenever operational changes result into a change of more than +/- 5 minutes from the previous TOBT.

TOBT shall be updated with the use of the following system/application:

- a) A-CDM AOE Mobile
- b) ACIP Native App

At TOBT - 40 minutes, only three changes are allowed to be made to the TOBT. In the event further changes need to be made to the TOBT after the third entry, the TOBT must be deleted and the new TOBT needs to be entered

4.2 A-CDM ATC/Airways Clearance Procedure

Pilots shall request for ATC/airways clearance as following:

- a) For flights to domestic destinations within Peninsular Malaysia including flight to Singapore, pilot in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -5 minutes.
- b) For flights to destinations beyond KUL FIR, pilots in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -10 minutes.
- c) Eastbound departures planned along the following ATS route segments can obtain an ATC clearance from Lumpur Delivery at TSAT -30 minutes:
 - i. M771 - DUDIS
 - ii. L625 - AKMON
 - iii. N884 - LAXOR

Air Traffic Control will update TSAT changes if any, during issuance of ATC/Airways Clearance. The TSAT displayed on the ramp display may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow measures.

4.3 A-CDM Start-Up Request Procedure

The pilots-in-command of all aircraft require clearance from air traffic control for both engine start-up and pushback. All departing aircraft shall contact LUMPUR GROUND for start-up approval at TSAT +/- 5 minute.

The pilots-in-command of all aircraft may request Start-up clearance from air traffic control for engine start-up and pushback earliest at TSAT -5 minutes but not later than TSAT +5 minutes from LUMPUR GROUND. If the pilot-in-command cannot request start up within the TSAT +/-5 minutes time window a new TSAT needs to be requested and issued via a TOBT update.

An early pushback outside from TSAT window shall not be allowed.

In the event a flight is unable to pushback by TSAT + 5 minutes due to flight constraints, the ATC clearance and the TSAT will be cancelled. Pilot shall update the new TOBT in order to get a new TSAT before requesting a fresh ATC/Airways clearance.

Non-compliance with the initial TSAT may result in an aircraft losing its existing position in the DMAN sequence. Delay can be expected as a result of re-sequencing based on new TOBT input.

In case of delay in pushback due to ground traffic movement or ATC clearance restrictions, the ATC clearance will remain valid even if it exceeds TSAT + 5 minutes. TOBT need not be updated for such cases.

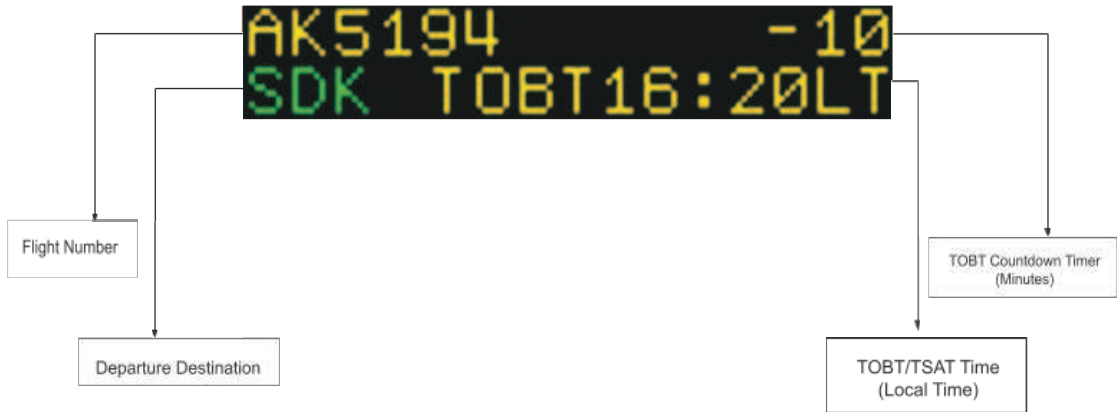
TSAT information will be displayed on the following:

- a) A-CDM Ramp Display
- b) ACIP AOE Mobile
- c) A-CDM Native App




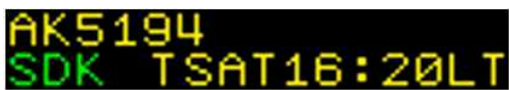
5 INFORMATION AVAILABLE via A-CDM RAMP DISPLAY

5.1 All contact stands in KUL are facilitated with the A-CDM Ramp Display. Information includes flight number, Destination airport, TOBT, TSAT, and TOBT count-down timer, and all the time information is in local time.

5.2 A-CDM Ramp Display Sequence



Description	ACDM Ramp Display
<p>Arrival flight information</p> <p>Ramp Display will display Arrival Information once ALDT is set.</p> <ul style="list-style-type: none"> • Flight Identity • IATA Previous Airport (Green Indicator) • Estimated In Block Time – EIBT • EIBT Time shall be displayed in Local Time with indication LT at the end of the timestamp. <p>The display shall be cleared 2 minutes after AIBT</p>	<p>The screenshot shows the A-CDM Ramp Display for arrival flight information. It displays 'AK6439' in yellow and 'KBR EIBT16:25LT' in green, where 'KBR' is the IATA Previous Airport, 'EIBT' is the Estimated In Block Time, and '16:25LT' is the time in local time with the 'LT' indicator.</p>

<p>40 minutes prior to TOBT</p> <p>Ramp Display will display Departure Information 40 minutes prior to TOBT.</p> <ul style="list-style-type: none"> • Flight Identity • IATA Next Airport (Green Indicator) • Target Off Block Time – TOBT • TOBT Time shall be displayed in Local Time with indication LT at the end of the timestamp. • TOBT Count down timer (minutes) <p>TOBT time stamp will change based on an update by TOBT Responsible Person.</p> <p>Count down will be cleared once timer is 0 (minutes).</p>	 
<p>40 minutes prior to TSAT</p> <p>Ramp Display will display TSAT 40 minutes prior to TSAT.</p> <ul style="list-style-type: none"> • Flight Identity • IATA Next Airport (Green Indicator) • Target Start-up Approval Time – TSAT • TSAT Time shall be displayed in Local Time with indication LT at the end of the timestamp. <p>Ramp Display will display up to 15 characters per line, the TOBT and TSAT message will be flipped.</p> <p>TSAT time stamp will change based on an update by DMAN based on Pre-Departure Sequencing conditions.</p> <p>The display shall be cleared 1 minute after AOBT.</p>	 

6 NON-A-CDM PROCEDURE

- 6.1 Non-A-CDM operations shall be performed in case of unavailability or maintenance of ACIP or any unforeseen situation that may result in TOBT unable to be submitted or TSAT cannot be provided.
- 6.2 During the period of Non A-CDM Operation, pilots shall request for ATC clearance when the aircraft is ready for pushback. ATC will then issue start-up/pushback clearance on a first-come-first-serve basis.

7 CONTACT AND INFORMATION

- 7.1 Detailed information on A-CDM processes at Kuala Lumpur International Airport can be found at <http://www.kul-acdm.com>
- 7.2 Please email the KUL A-CDM Team at kulacdm@malaysiaairports.com.my for the application of A-CDM Information Sharing Platform (ACIP) account or for further queries.

8 VALIDITY

- 8.1 This AIRAC AIP Supplement supersedes **AIRAC AIP Supplement 41/2023** dated 16 November 2023 and **NOTAM A4784/23** dated 26 December 2023.

- END -