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**(WITH IMMEDIATE EFFECT)**

## **Tribhuvan International Airport (VNKT)**

### **OPERATIONAL TRIAL OF AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)**

#### **1. Introduction**

- 1.1 The purpose of this AIP Supplement is to inform all relevant stakeholders regarding the new procedure to submit and update information for A-CDM operations. All flights operated at Tribhuvan International Airport (TIA) are required to participate in the A-CDM to optimize airport operations by sharing accurate and timely information among airport stakeholders. The process can help balance the number of flights with an ability to handle both normal situations and any occurrence requiring collaborative decision making.
- 1.2 This AIP supplement is also intended to provide information on A-CDM procedures at TIA and detail the operational trial plan and the actions required by the Aircraft Operator (AO), Ground Handler (GH), Pilot and Air Traffic Controller (ATC).

#### **Note:**

- *This AIP supplement will be valid until superseded by another AIP Supplement or cancellation of above information will be intimated through NOTAM or incorporated in AIP Amendment.*
- *This AIP Supplement Supersedes AIP Supplement 8/25*  
(Ref page: AIP Nepal, VNKT AD)



## **2. Definition of Terms commonly used in A-CDM**

- 2.1 Target Off-Block Time (TOBT) - The time that an AO/GH estimates that an aircraft will be ready, all doors closed, passenger step removed, push-back vehicle available, and ready to start-up/push-back immediately upon receiving approval from Kathmandu Ground (SMC).
- 2.2 Target Start Up Approval Time (TSAT) - The time provided by ATC taking into account TOBT and/or the traffic situation that an aircraft can expect start-up/push-back approval.

## **3. A-CDM Operational Trial**

- 3.1 The purpose of this AIP supplement is to detail the planned A-CDM operational trial and the required actions by AO, GH, and Pilots. The trial will be implemented to allow all airport stakeholders involved an opportunity to review and refine their planned A-CDM workflow processes before official implementation.
- 3.2 The operating hours of the A-CDM will be from 0115UTC (0700LCL) to 0715UTC (1300LCL) every day and apply to departing aircraft whose flight plan EOBT falls within the relevant operating hours.
- 3.3 During the operational trial, AO/GH is not required to submit the initial TOBT as long as it is the same as EOBT stated in the flight plan, and EOBT will be processed as TOBT. Subsequently, AO/GH is required to update the TOBT for all departing flights from TIA. Then, the A-CDM system calculates the TSAT and displays it on the A-CDM web screen for application in actual aircraft operations at TIA.

## **4. A-CDM Pre-Departure Procedures**

- 4.1 The A-CDM procedures apply to all departing IFR/VFR flights from TIA except for Mercy flights, SAR flights, VVIP flights, helicopter flights, and aircraft engaged in special missions.
- 4.2 The TIA A-CDM system will automatically calculate a TSAT for each departing flight, taking into account factors such as the TOBT submitted by AO/GH, Variable Taxi Times (VTT), predetermined departure intervals, etc. A pre-departure sequence is determined from the calculated TSATs; thus, the accuracy of TOBT is vital to an optimal TSAT.



- 4.3 AO/GH is required to submit TOBT no later than 30 minutes prior to EOBT through the use of a dedicated A-CDM website. TOBT must be submitted to an accuracy of +/- 5 minutes. Once TSAT is calculated/displayed by the TIA A-CDM system at TOBT - 20 minutes, the TOBT can only be updated not more than three times to ensure a stable operation.
- 4.4 AO/GH is strongly encouraged to update TOBT as soon as any change in the status of the aircraft readiness for start-up/push-back is made available. TOBT can never be earlier than 15 minutes prior to EOBT nor later than 30 minutes after EOBT.
- 4.5 AO/GH is required to delete the submitted TOBT in the following cases. If the TOBT is deleted, the TSAT is automatically deleted as well. When a new TOBT becomes known, AO/GH is required to submit a new TOBT.
- TOBT becomes unknown (e.g., technical problems with the aircraft).
  - The permitted number of TOBT updates (three times) after the calculation of the TSAT has been exceeded.
- 4.6 If a delay of more than 30 minutes is expected, AO/GH is required to revise the EOBT via AFTN using a CHG/DLA message. AO/GH should also take into account the validity period of Air Defense Clearance (ADC) for international flights.
- 4.7 AO/GH is required to notify the pilot of TSAT initially calculated/displayed by the TIA A-CDM system and its changes.

## **5. A-CDM Start-up Procedures**

- 5.1 The pilot is required to ensure the aircraft is ready for start-up/push-back within +/- 5 minutes of TOBT. If the aircraft is not ready within +/- 5 minutes of the last reported TOBT, the pilot is required to notify AO/GH to update the TOBT accordingly.
- 5.2 The pilot is required to contact Kathmandu Ground and request ATC clearance within +/- 5 minutes of TOBT along with the required information, such as destination, proposed altitude/flight level, parking stand, POB, received ATIS code, etc.
- 5.3 ATC will notify the pilot of last-minute changes to TSAT, if any.
- 5.4 The pilot is required to contact Kathmandu Ground and request start-up/push-back within +/- 5 minutes of TSAT. ATC may approve start-up/push-back if the aircraft is ready even before the TSAT, taking into account the ground traffic movement.



- 5.5 If an aircraft is unable to start up/push-back by TSAT + 5 minutes due to being unready, the TSAT will be automatically cancelled. The pilot is required to notify AO/GH to update the TOBT for a new TSAT before requesting start-up/push-back.
- 5.6 If the delay in start-up/push-back is due to ATC instruction taking into account the ground traffic movement, the TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT need not be updated in such a situation.

## **6. Notification of Operational Trial Period, etc.**

- 6.1 The operational trial period will be notified through NOTAM.
- 6.2 If the operational trial needs to be suspended for any reason, the suspension and eventual restarting will be notified through NOTAM, ATIS, ATS Message Handling System (AMHS) and the A-CDM website.

## **7. Changes**

- 7.1 Any changes to this AIP supplement will be notified through NOTAM or superseded by another AIP supplement.

## **8. Cancellation**

- 8.1 This AIP supplement will be cancelled when all information is incorporated into AIP Nepal upon official implementation of A-CDM at TIA.

## **9. Contact and Information**

- 9.1 Detailed information on A-CDM processes at TIA can be found on the following website.  
<https://acdm.tiaairport.com.np>
- 9.2 Please email the TIA A-CDM Team at [atfm@caanepal.gov.np](mailto:atfm@caanepal.gov.np) for the application of the A-CDM account (User ID and Password) or if you have any queries.
- 9.3 Aircraft operators may also contact their GH directly on queries regarding TOBT submission.