ABBREVIATIONS & ACRONYMS

All coloured Acronym rows are time parameters which have a standard length of four characters.

Acronyms	Definition	Explanation
ACARS	Aircraft Communications Addressing and Reporting System	
ACC	Area Control Centre	
ACGT	Actual Commence of Ground Handling Time	The time when ground handling on an aircraft starts, can be equal to AIBT (to be determined locally)
ACISP	Airport CDM Information Sharing Platform	
ACZT	Actual Commencement of De-icing Time	The time when de-icing operations on an aircraft starts
ADEP	Aerodrome of Departure	
ADES	Aerodrome of Destination	
ADEXP	ATS Data Exchange Presentation	ADEXP provides a format for use primarily in on-line, computer to computer message exchange. ADEXP is a format, not a protocol.
ADIT	Actual De-icing Time	Metric AEZT – ACZT
A-DPI	ATC-Departure Planning Information message	DPI message sent by the CDM Airport to the CFMU (ETFMS) notifying the TTOT between ATC time of pre-departure sequencing and ATOT
AEGT	Actual End of Ground handling Time	The time when ground handling on an aircraft ends, can be equal to ARDT (TBD locally)
AEZT	Actual End of De-icing Time	The time when de-icing operations on an aircraft end
AFTN	Aeronautical Fixed Telecommunication Network	
AGHT	Actual Ground Handling Time	The total duration of the ground handling of the aircraft. Metric ACGT - AEGT
AIBT	Actual In-Block Time	The time that an aircraft arrives in-blocks. (Equivalent to Airline/Handler ATA –Actual Time of Arrival, ACARS = IN).

Acronyms	Definition	Explanation
ALDT	Actual Landing Time	The time that an aircraft lands on a runway. (Equivalent to ATC ATA –Actual Time of Arrival = landing, ACARS=ON).
AMAN	Arrival Manager	An arrival flow management tool that optimises the traffic flow nto a TMA and/or runway(s) by calculating TLDT (Target LanDing Time) taking various constraints and preferences into account.
ANSP	Air Navigation Service Provider	An organisation responsible for management of flight traffic on behalf of a company, region or country.
AO	Aircraft Operator	A person, organisation or enterprise engaged in or offering to engage in an aircraft operation. (ICAO Doc 4444, Chapter 1)
AOBT	Actual Off-Block Time	Time the aircraft pushes back / vacates the parking position. (Equivalent to Airline / Handlers ATD – Actual Time of Departure & ACARS=OUT)
AOC	Airport Operator Committee	
APP	Approach Control Unit	
ARDT	Actual Ready Time (for Movement)	When the aircraft is ready for start up/push back or taxi immediately after clearance delivery, meeting the requirements set by the TOBT definition.
ARR	Arrival	Inbound flight
ARZT	Actual Ready for De-icing Time	The time when the aircraft is ready to be de-iced
ASAT	Actual Start Up Approval Time	Time that an aircraft receives its start up approval.
		Note: the moment the start up approval is given can be in advance of the TSAT
ASBT	Actual Start Boarding Time	Time passengers are entering the bridge or bus to the aircraft
A-SMGCS	Advanced Surface Movement Guidance and Control System	System at airports having a surveillance infrastructure consisting of a Non-Cooperative Surveillance (e.g. SMR, Microwave Sensors, Optical Sensors etc) and Cooperative Surveillance (e.g. Multi-lateration systems)

Acronyms	Definition	Explanation
ASRT	Actual Start Up Request Time	Time the pilot requests start up clearance.
ATC	Air Traffic Control	Service provided by ground-based controllers who direct aircraft on the ground and in the air. This to separate, organise and expedite the flow of air traffic.
ATFCM	Air Traffic Flow and Capacity Management	ATFM extended to the optimisation of traffic patterns and capacity management. Through managing the balance of capacity and demand the aim of ATFCM is to enable flight punctuality and efficiency according to the available resources with the emphasis on optimising the network capacity through Collaborative Decision Making process. (CFMU Handbook TFCM_Operating_ Procedures_for_FMP_1.0)
ATFM	Air Traffic Flow Management	A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that air traffic control capacity is utilised to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate Air Traffic Services authority. (ICAO Annex 11, Chapter 1)
ATM	Air Traffic Management	Management of the demand for, and the use of airspace
ATOT	Actual Take Off Time	The time that an aircraft takes off from the runway. (Equivalent to ATC ATD–Actual Time of Departure, ACARS = OFF).
ATS	Air Traffic Services	The service provided by Air Traffic Controllers working at airports for the arrival and departure flight phases and in Air Traffic Control Centres for the en route flight phase.
ATTT	Actual Turn-round Time	Metric AOBT – AIBT
AXIT	Actual Taxi-In Time	Metric AIBT – ALDT
AXOT	Actual Taxi-Out Time	Metric ATOT – AOBT
CBA	Cost-Benefit Analysis	A formal discipline used to help appraise, or assess, the case for a project or proposal. This is achieved by weighing the total expected costs against the total expected benefits of one or more actions in order to choose the best or most profitable option.

Acronyms	Definition	Explanation
C-DPI	Cancel – Departure Planning Information message	This message informs the CFMU that previously sent DPI is no longer valid.
CFMU	Central Flow Management Unit	Central Flow Management Unit (CFMU), Brussels – A Central Management Unit operated by EUROCONTROL. (ICAO Doc 7754, Volume I, Part V.III, paragraph 3)
CHG	Modification message	Standard message sent to CFMU to change flight plan data.
CNL	Flight Plan Cancellation	Standard message sent to CFMU to cancel flight plan.
CTOT	Calculated Take Off Time	A time calculated and issued by the appropriate Central Management unit, as a result of tactical slot allocation, at which a flight is expected to become airborne. (ICAO Doc 7030/4 – EUR, Table 7)
DCL	Departure Clearance (Data link)	
DEP	Departure	Outbound flight.
DLA	Delay message	Standard message sent to CFMU to delay flight plan OBT.
DMAN	Departure Manager	DMAN is a planning system to improve the departure flows at an airport by calculating the Target Take Off Time (TTOT) and Target Start up Approval Time (TSAT) for each flight, taking multiple constraints and preferences into account.
DPI	Departure Planning Information message	Message from Airport to CFMU. See also A-DPI, C-DPI, E-DPI, T-DPI
ECZT	Estimated Commencement of De-icing Time	The estimated time when de-icing operations on an aircraft are expected to start.
EDIT	Estimated De-icing Time	Metric EEZT – ECZT.
E-DPI	Early – Departure Planning Information message	First DPI message that is sent from the CDM Airport to the CFMU (ETFMS) notifying the ETOT.
EET	Estimated Elapsed Time	The estimated time required to proceed from one significant point to another (ICAO).
EEZT	Estimated End of De-icing Time	The estimated time when de-icing operations on an aircraft are expected to end.

Acronyms	Definition	Explanation
EIBT	Estimated In-Block Time	The estimated time that an aircraft will arrive in-blocks. (Equivalent to Airline/Handler ETA –Estimated Time of Arrival).
ELDT	Estimated Landing Time	The estimated time that an aircraft will touch-down on the runway. (Equivalent to ATC ETA –Estimated Time of Arrival = landing).
EOBT	Estimated Off-Block Time	The estimated time at which the aircraft will start movement associated with departure (ICAO).
ERZT	Estimated Ready for De-icing Time	The estimated time when the aircraft is expected to be ready for de-icing operations
ETFMS	Enhanced Tactical Flow Management System	ETFMS receives radar derived data provided by the Air Navigation Service Providers (ANSPs), position report data provided by the Aircraft Operators and meteorological data. ETFMS uses this data to update the existing data coming from flight plans and flow measures.
ETO	Estimated Time Over	
ETOT	Estimated Take Off Time	The estimated take off time taking into account the EOBT plus EXOT.
ETTT	Estimated Turn-round Time	The time estimated by the AO/GH on the day of operation to turn-round a flight taking into account the operational constraints.
EXIT	Estimated Taxi-In Time	The estimated taxi time between landing and in-block.
EXOT	Estimated Taxi-Out Time	The estimated taxi time between off-block and take off. This estimate includes any delay buffer time at the holding point or remote de-icing prior to take off.
FIDS	Flight Information Display System	
FIR	Flight Information Region	
FLS	Flight Suspension message	Standard message sent from CFMU to suspend flight plan OBT
FMP	Flow Management Position	Provides a vital flow of information from their operational ATC Unit to the CFMU about the current situation within their ACC and the operational situation at the airport.

Acronyms	Definition	Explanation
FPL	Filed Flight Plan	ICAO derived flight plan
FRD	Functional Requirements Document	This document specifies the minimum set of requirements to implement Airport CDM
FSA	First System Activation	
FUM	Flight Update Message	A message sent from the CFMU to a CDM Airport providing an ELDT, ETO and flight level at the last point of route.
GH	Ground Handler	Company responsible for handling of aircraft during turn-round at the airport.
HMI	Human-Machine Interface	The aggregate of means by which people—the users—interact with the system—a particular machine, device, computer program or other complex tools.
ICAO	International Civil Aviation Organisation	
IFPS	Integrated Initial Flight Plan Processing System	A system of the CFMU designed to rationalise the reception, initial processing and distribution of IFR/GAT flight plan data related to IFR flight within the area covered by the participating States. (ICAO Doc 7030/4 – EUR, paragraph 3.1.1 new)
IFR	Instrument Flight Rules	
KPI	Key Performance Indicator	
LoA	Letter of Agreement	
LVP	Low Visibility Procedures	
MoU	Memorandum of Understanding	
MTTT	Minimum Turn-round Time	The minimum turn-round time agreed with an AO/GH for a specified flight or aircraft type.
MVT	Movement message	Standardised IATA format message, sent via SITA to destination airport, AO and other recipients, containing departure data of a flight
OCD	Operational Concept Document	
PAX	Passengers	
PMP	Project Management Plan	

Acronyms	Definition	Explanation
REA	Ready message	
REJ	Rejection message	
RFP	Replacement Flight Plan	
RWY	Runway	
SAM	Slot Allocation Message	
SIBT	Scheduled In-Block Time	The time that an aircraft is scheduled to arrive at its parking position.
SID	Standard Instrument Departure	Published flight procedures followed by aircraft on an IFR flight plan immediately after take off from an airport.
SIT1	CFMU Slot Issue Time	The time when the CFMU issues the SAM (Slot Allocation Message). This is normally two hours before EOBT.
SLA	Service Level Agreement	
SLC	Slot Cancellation message	Standard message from CFMU sent when flight regulations are canceled
SOBT	Scheduled Off-Block Time	The time that an aircraft is scheduled to depart from its parking position.
SRM	Slot Revision Message	Standard message from CFMU sent when flight regulations are revised
SSR	Secondary Surveillance Radar	
STAR	Standard Arrival Route	
STTT	Scheduled Turn-round Time	Metric SOBT - SIBT
TBD	To Be Defined	
T-DPI	Target - Departure Planning Information message	This DPI message is sent from the CDM Airport to the CFMU (ETFMS) notifying the Target Take Off Time (TTOT).
TOBT	Target Off-Block Time	The time that an **Aircraft Operator or Ground Handler** estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start up / push back immediately upon reception of clearance from the TWR.

Acronyms	Definition	Explanation
TSAT	Target Start Up Approval Time	The time provided by ATC taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect start up / push back approval Note: The actual start up approval (ASAT) can be given in advance of TSAT
TLDT	Target Landing Time	Targeted Time from the Arrival management process at the threshold, taking runway sequence and constraints into account. It is not a constraint but a progressively refined planning time used to coordinate between arrival and departure management processes. Each TLDT on one runway is separated from other TLDT or TTOT to represent vortex and/or SID separation between aircraft.
4D Trajectory	4 Dimension Trajectory	A set of consecutive segments linking waypoints and/or points computed by FMS (airborne) or by TP or Routing function (ground) to build the vertical profile and the lateral transitions (each point defined by a longitude, a latitude, a level and a time.
TTOT	Target Take Off Time	The Target Take Off Time taking into account the TOBT/TSAT plus the EXOT. Each TTOT on one runway is separated from other TTOT or TLDT to represent vortex and/or SID separation between aircraft.
TWR	Aerodrome Control Tower	
VFR	Visual Flight Rules	
VTT	Variable Taxi Time	Common name for inbound (EXIT) and outbound (EXOT) Taxi Times.
WBS	Work Breakdown Structure	
WP	Work Package	

DEFINITIONS

	Definition
Adverse Conditions Concept Element	Adverse Conditions Element consists of collaborative management of the capacity of an airport during periods of a predicted or unpredicted reduction of capacity. The aim is to achieve a common situational awareness for the Airport CDM Partners, including better information for the passengers, in anticipation of a disruption and expeditious recovery after the disruption. The Concept Elements Information Sharing, Milestones Approach, Variable Taxi Time, and Pre-departure Sequencing need to be implemented at the airport before Adverse Conditions can be implemented successfully.
Airport Collaborative Decision Making (Airport CDM)	Airport Collaborative Decision Making is the concept which aims at improving Air Traffic Flow and Capacity Management (ATFCM) at airports by reducing delays, improving the predictability of events and optimising the utilisation of resources. Implementation of Airport CDM allows each Airport CDM Partner to optimise their decisions in collaboration with other Airport CDM Partners, knowing their preferences and constraints and the actual and predicted situation. The decision making by the Airport CDM Partners is facilitated by the sharing of accurate and timely information and by adapted procedures, mechanisms and tools. The Airport CDM concept is divided in the following Elements: ■ Information Sharing ■ Milestone Approach ■ Variable Taxi Time ■ Pre-departure Sequencing ■ Adverse Conditions ■ Collaborative Management of Flight Updates Note: Airport CDM is also the name of the EUROCONTROL project coordinating the implementation of the Airport CDM concept on ECAC airports. This project is part of the DMEAN and SESAR programs.
Airport CDM Information Sharing Concept Element	The Information Sharing Element defines the sharing of accurate and timely information between the Airport CDM Partners in order to achieve common situational awareness and to improve traffic event predictability. The Airport CDM Information Sharing Platform (ACISP), together with defined procedures agreed by the partners, is the means used to reach these aims. Information Sharing is the core Airport CDM Element and the foundation for the other Airport CDM Elements. It needs to be implemented before any other Concept Element.

	Definition
Airport CDM Information Sharing Platform (ACISP)	The Airport CDM Information Sharing Platform (ACISP) is a generic term used to describe the means at a CDM Airport of providing Information Sharing between the Airport CDM Partners. The ACISP can comprise of systems, databases, and user interfaces.
Airport CDM Partner	An Airport CDM Partner is a stakeholder of a CDM Airport, who participates in the CDM process. The main Airport CDM Partners are: ■ Airport Operator ■ Aircraft Operators ■ Ground Handlers ■ De-icing companies ■ Air Navigation Service Provider (ATC) ■ CFMU ■ Support services (Police, Customs and Immigration etc)
Alert	A system generated message which alerts the Airport CDM Partners of an irregularity and which normally requires one or more partners to make a manual intervention to resolve the irregularity.
CDM Airport	An airport is considered a CDM Airport when Information Sharing, Milestone Approach, Variable Taxi Time, Pre-departure Sequencing, Adverse Conditions and Collaborative Management of Flight Updates Elements are successfully implemented at the airport.
Collaborative Management of Flight Updates Concept Element	The Collaborative Management of Flight Updates Element consists of exchanging Flight Update Messages (FUM) and Departure Planning Information (DPI) messages between the CFMU and a CDM Airport, to provide estimates for arriving flights to CDM Airports and improve the ATFM slot management process for departing flights. The aim is to improve the coordination between Air Traffic Flow and Capacity Management (ATFCM) and airport operations at a CDM Airport. The Concept Elements Information Sharing, Milestone Approach, Variable Taxi Time, Pre-departure Sequencing, and Adverse Conditions need to be implemented at the airport before the Collaborative Management of Flight Updates can be implemented in cooperation with CFMU.
Pre-departure Sequencing Concept Element	The pre-departure sequence is the order that aircraft are planned to depart from their stands (push off-blocks) taking into account partners' preferences. It should not be confused with the pre-take off order where ATC organise aircrafts at the holding point of a runway. The aim is to enhance flexibility, increase punctuality and improve slot-adherence while allowing the airport partners to express their preferences.

	Definition
	The Concept Elements Information Sharing, Milestone Approach, and Variable Taxi Time need to be implemented at the airport before the Pre-departure Sequencing can be implemented. Note: The pre-departure sequence can also be derived by a departure manager (DMAN), which calculates based on demand the take off time TTOT and derives the TSAT from the runway sequence. Airports can implement different solutions to achieve the pre-departure sequence, depending on local traffic complexity and surface congestion.
Milestone Approach Concept Element	The Milestone Approach Element describes the progress of a flight from the initial planning to the take off by defining Milestones to enable close monitoring of significant events. The aim is to achieve a common situational awareness and to predict the forthcoming events for each flight with off-blocks and take off as the most critical events. The Concept Element Information Sharing needs to be implemented at the airport before it can successfully implement the Milestone Approach. The Milestone Approach combined with the Information Sharing element is the foundation for all other Concept Elements.
Event	An event is a distinct occurrence in the planning or operations of a flight that a person or system perceives and responds to in a specific way.
Ground Handling	Ground Handling covers a complex series of processes and services that are required to separate an aircraft from its load (passengers, baggage, cargo and mail) on arrival and combine it with its load prior to departure. [Source: www.iata.org]
Ground Handler	A Ground Handler is the company or person(s) that perform ground handling.
Milestone	This is a significant event that occurs during the planning or operation of a flight. A successfully completed milestone will trigger the decision making process for downstream events and influence both the further progress of the flight and the accuracy with which the progress can be predicted.
Variable Taxi Time	Variable Taxi Time is the estimated time that an aircraft spends taxiing between its parking stand and the runway or vice versa. Variable Taxi Time is the generic name for both inbound as outbound taxi time parameters, used for calculation of TTOT or TSAT. Inbound taxi time (EXIT) includes runway occupancy and ground movement time, whereas outbound taxi time (EXOT) includes push back & start up time, ground movement, remote or apron de-icing, and runway holding times.

	Definition
Variable Taxi Time Concept Element	The Variable Taxi Time Element consists of calculating and distributing to the Airport CDM Partners accurate estimates of taxi-in and taxi-out times to improve the estimates of in-block and take off times. The complexity of the calculation may vary according to the needs and constraints at the CDM Airport. The aim is to improve the traffic predictability. The Concept Elements Information Sharing and Milestone Approach need to be implemented at the airport before Variable Taxi Time can be implemented.