

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 Network Operations (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 into 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)

ABBREVIATIONS & ACRONYMS

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. (NMOC Handbook ATFCM_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 Network Operations that previously sent DPI is no longer valid
CHG	Modification message	Standard message sent to Network Operations to change flight plan data
CNL	Flight Plan Cancellation	Standard message sent to Network Operations to cancel flight plan
CPDLC	Controller Pilot data Link Communication	
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 Network Operations to delay flight plan OB
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 Network Operations. 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 Network Operations (ETFMS) notifying the TTOT
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

ABBREVIATIONS & ACRONYMS

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 Network Operations to suspend flight plan OBT
FMP	Flow Management Position	Provides a vital flow of information from their operational ATC Unit to the Network Operations 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 Network Operations 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 Network Operations 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	
NMOC	Network Management Operations Centre	Network Management Operations Centre (NMOC), Brussels – A Central Management Unit operated by EUROCONTROL. (ICAO Doc 7754, Volume I, Part V.III, paragraph 3)
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	

ABBREVIATIONS & ACRONYMS

Acronyms	Definition	Explanation
PAX	Passengers	
PMP	Project Management Plan	
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 first 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	Network Operations Slot Issue Time	The time when the Network Operations issues the SAM (Slot Allocation Message). This is normally two hours before EOBT
SLA	Service Level Agreement	
SLC	Slot Cancellation message	Standard message from Network Operations 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 Network Operations 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 Network Operations (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	<p>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</p> <p>Note: The actual start up approval (ASAT) can be given in advance of TSAT</p>
TLDT	Target Landing Time	<p>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.</p> <p>Each TLDT on one runway is separated from other TLDT or TTOT to represent vortex and/or SID separation between aircraft</p>
4D Trajectory	4 Dimension Trajectory	<p>A set of consecutive segments linking way-points 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</p>
TTOT	Target Take Off Time	<p>The Target Take Off Time taking into account the TOBT/TSAT plus the EXOT.</p> <p>Each TTOT on one runway is separated from other TTOT or TLDT to represent vortex and/or SID separation between aircraft</p>
TWR	Aerodrome Control Tower	
VFR	Visual Flight Rules	
VTT	Variable Taxi Time	<p>Common name for inbound (EXIT) and outbound (EXOT) Taxi Times. The Variable Taxi Time replaces the default Taxi Time</p>
WBS	Work Breakdown Structure	
WP	Work Package	