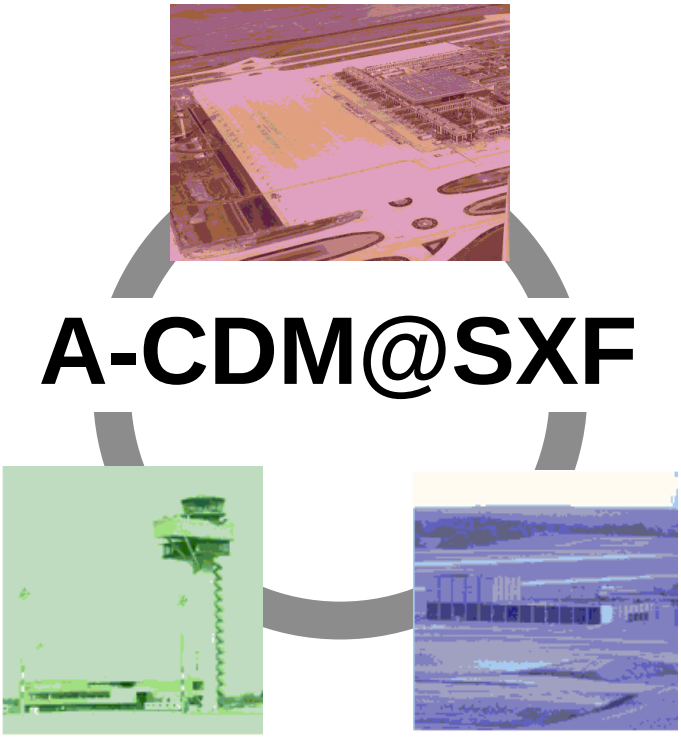
Airport CDM		German
Brief Description		Harmonisation

AIRPORT COLLABORATIVE DECISION MAKING



AIRPORT CDM at
Berlin Schönefeld AIRPORT (SXF)

Brief Description/Process Description
English

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

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Airport CDM@SXF

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1. General

1.1. Purpose of the document

This document describes the Airport Collaborative Decision Making (CDM) procedure at Berlin Schönefeld Airport (SXF) and is to be understood and used as a basis for the different partners, such as ground handling agents and airlines.

Together with the publications about Airport CDM (Aeronautical Information Publication – AIP – Germany and the airport user regulations FBO), this document is to ensure that Airport CDM at SXF airport is handled in an optimal way in the interest of all partners.

This version becomes valid at implementation SXF. This document, will replace all preceding versions.

1.2. General, definition and partners

Airport CDM is an operational overall process (concept/procedure) supporting an optimized turn-round process at SXF airport. It covers the period of time between the estimated off-block time (EOBT) minus 3h and take-off and is a coherent process from flight planning (ATC flight plan) to landing and the subsequent turn-round process on the ground before the next take-off.

Airport CDM at SXF airport is based on the European Airport CDM, the common specification (“Community Specification”) for A-CDM and the “German initiative on the harmonisation of Airport CDM“.

1.3. Objectives of Airport CDM

Airport CDM aims at optimally utilising the available capacities and operational resources at SXF airport by increasing the efficiency of the individual steps of the turn-round process.

Airports can be integrated into the European air traffic management (ATM) network through the exchange of reliable estimated arrival and departure times between Airport CDM and the Network Management Operations Center (NMOC).

Airport CDM optimises operational cooperation between the following partners:

- Airport operator
- Airlines
- Handling agents
- Ground handling agents
- Air navigation service provider (air traffic control & apron control)
- European air traffic flow management (NMOC)

1.4. Coordination with the NMOC

Due to a fully automated data exchange with the NMOC, landing and take-off times can be forecasted in a timely and reliable manner and/or precisely calculated take-off times (CTOT) can be given, based on local target take-off times.

The following messages are used:

- Flight update message, FUM
- Early departure planning information message, E-DPI
- Target departure planning information message, T-DPI target
- Target departure planning information message, T-DPI sequenced
- ATC departure planning information message, A-DPI
- Cancel departure planning information message, C-DPI

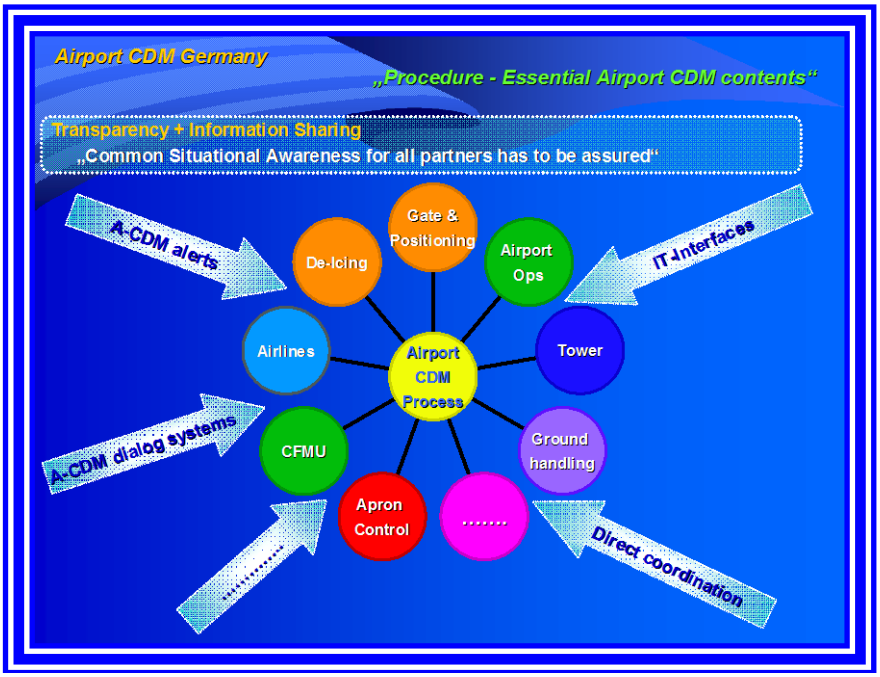
The basic procedures for cooperation between the airlines and/or Deutsche Flugsicherung GmbH (DFS) and the NMOC remain the same.

Furthermore, all estimated departure times are automatically transmitted to the NMOC during the turn-round process. In the case of delays caused by the airlines, the common CTOT allocation mechanisms apply. These allocation mechanisms are confirmed and/or refined via DPI messages. The NMOC determines and allocates the CTOT on the basis of these estimated departure times (DPI).

1.5. Main characteristics of the procedure

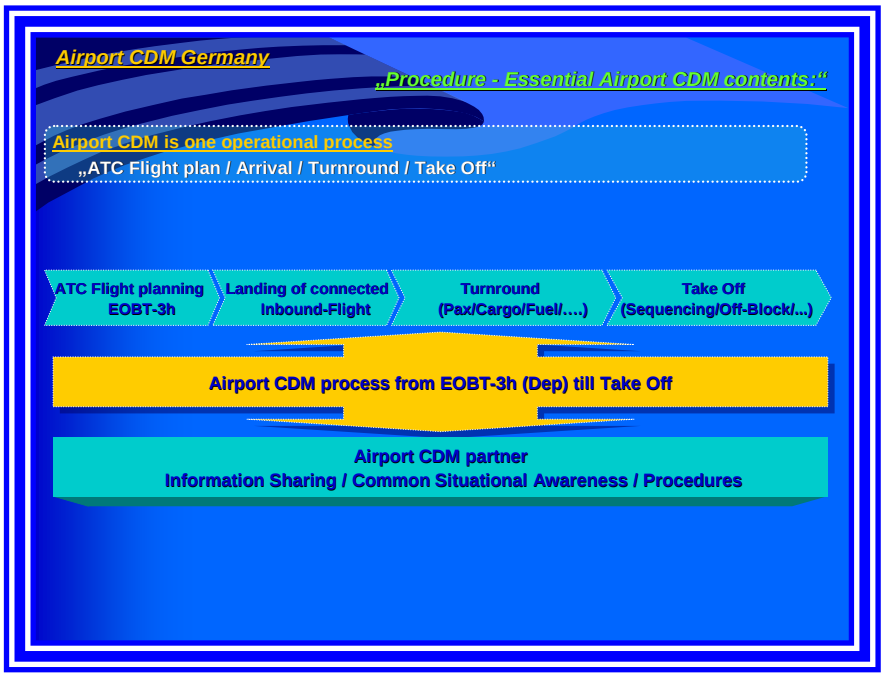
1.5.1 Transparency of the process

Common situational awareness is guaranteed for all partners



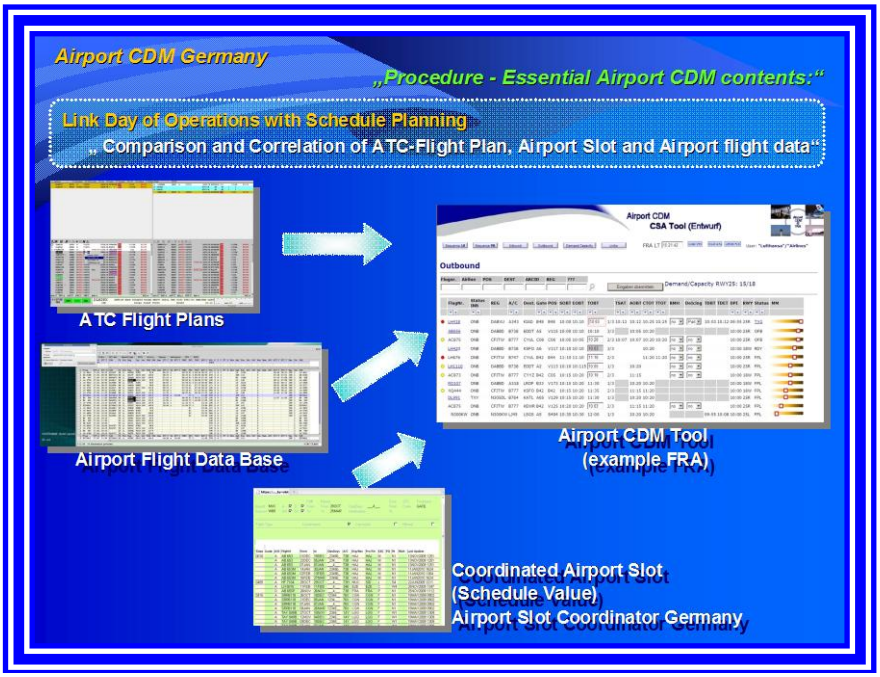
1.5.2 Airport CDM is a common operational process

ATC flight plan / landing / turn-round process / take-off



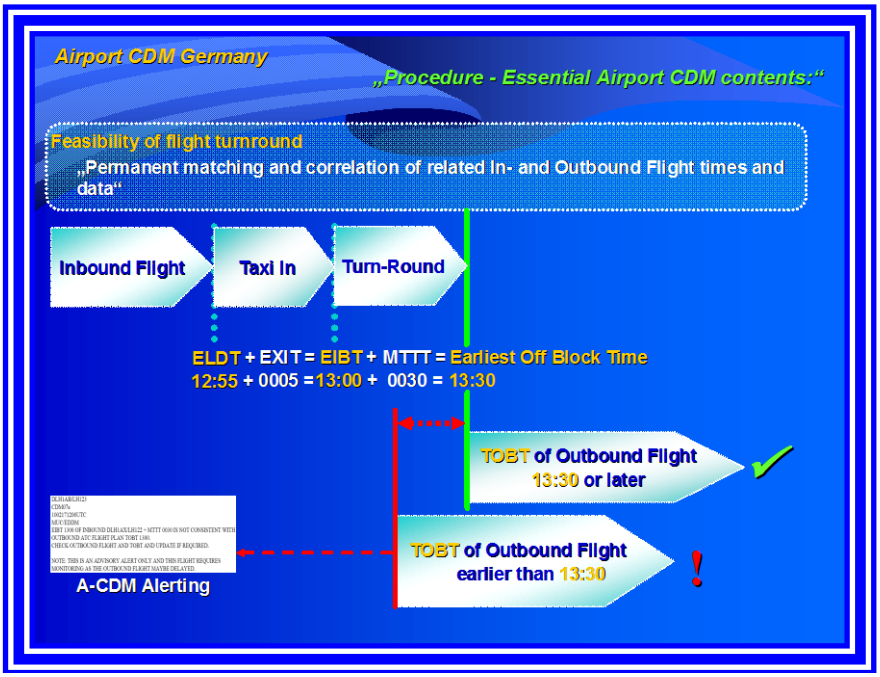
1.5.3 Combination of the day of operations and schedule planning

Comparison and adjustment of the ATC flight plan, airport slot and airport flight data



1.5.4 Feasibility of the turn-round process

Combination, check and adjustment of linked arrivals and departures



1.5.5 Usage of Target off Block Time as the target time for „Aircraft Ready“

The target off block time (TOBT) is the essential contribution of the airline to the airport CDM process.

TOBT= Airline commitment

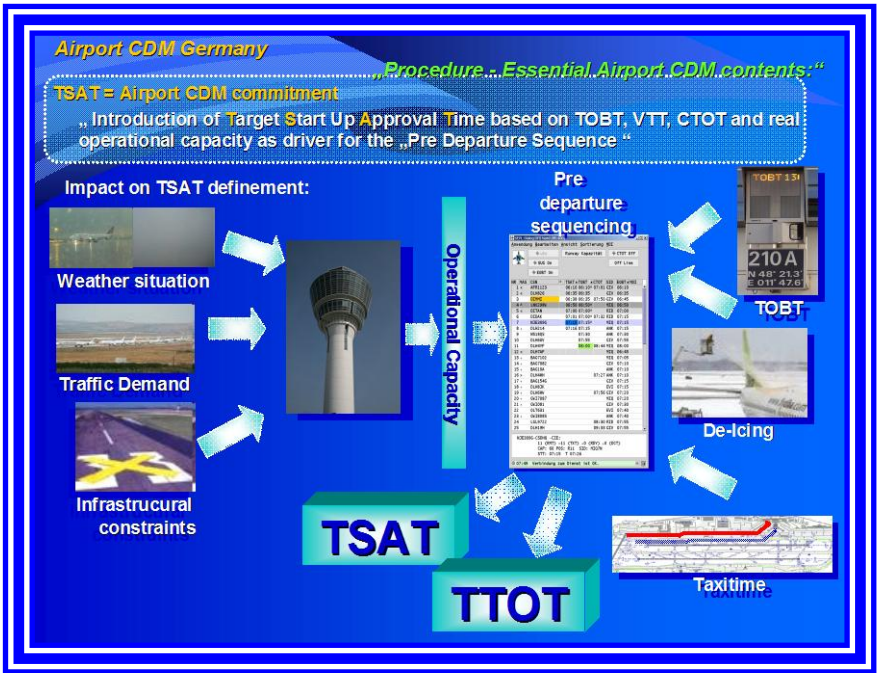
1.5.6 Usage of the “Variable Taxi Times”

Calculation of all Target Times taking into account the parking position, runway in use and actual landing direction as well as the de-icing duration of remote de-icing:

EXOT = Estimated Taxi Out Time

1.5.7 Introduction of the „Target Start Up Approval Time“

The target start up approval time (TSAT) resulting from the TOBT, EXOT, CTOT (if regulated) and the actual operational capacity, provides the basis for the pre-departure sequence and the moment at which the start-up approval can be expected.
TSAT = Airport CDM commitment

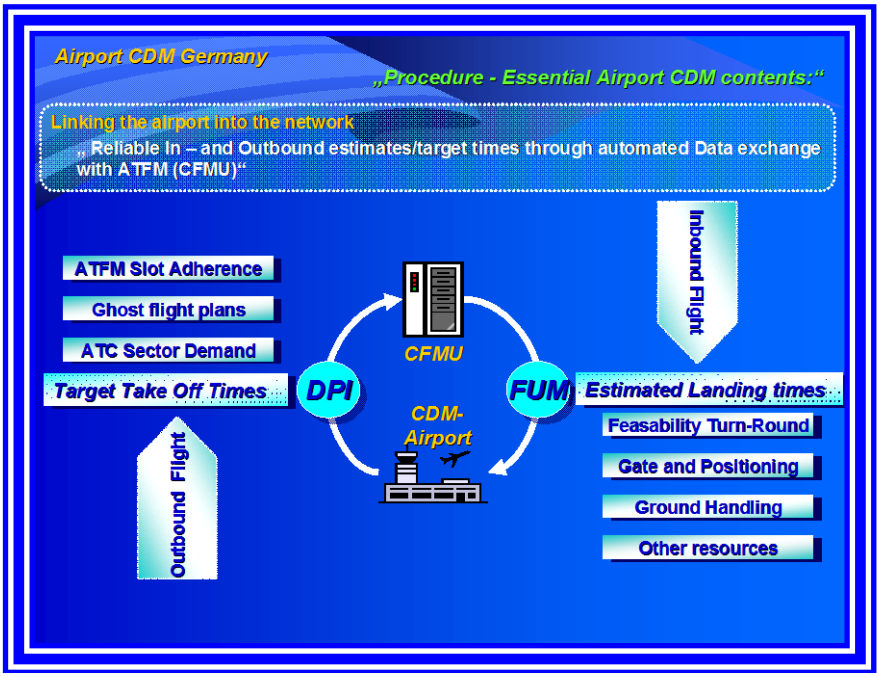


1.5.8 Start Up and Pushback

Start-up approvals/push-back clearances are issued taking into account the TOBT and TSAT.

1.5.9 „Linking the airport into the network“

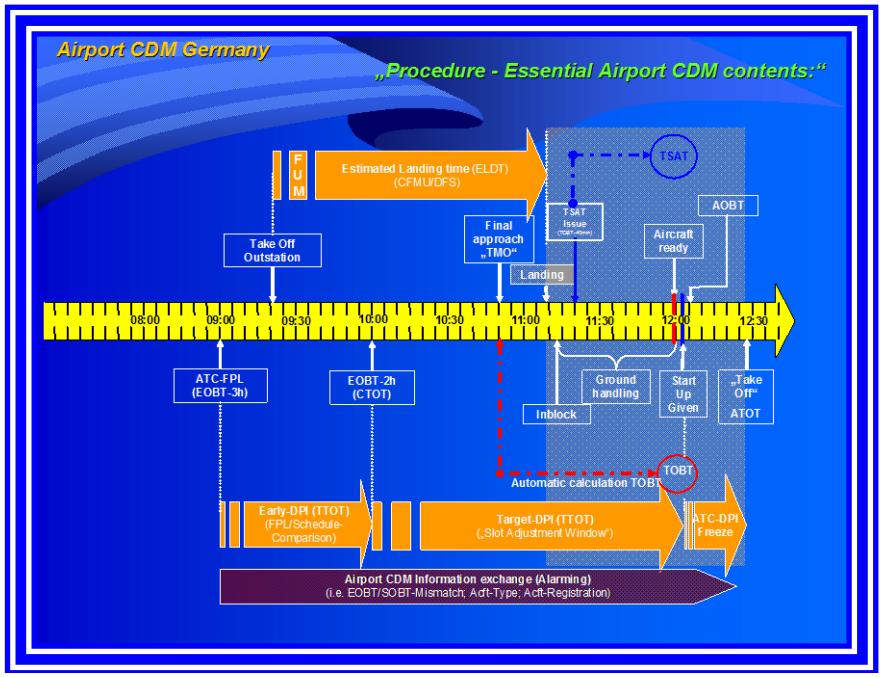
High-quality forecasts for inbound and outbound traffic by means of an automated data exchange with European ATFM (NMOC)



2. Procedure

2.1. Procedure overview

This chart depicts the scope of the Airport CDM procedure at SXF airport from the time of ATC flight plan activation (EOBT-3h) till take-off. The orange arrows depict the data transfer with the NMOC; the green arrow shows the exchange of information via interfaces, dialogue systems, e-mail etc. with the relevant aircraft operator and/or handling agent with regard to potential adjustments which may become necessary.



The main aspects of the procedure are sub-divided and described as follows:

- **Correlation of flight information** **– section 2.2**
- **Target Off Block Time** **– section 2.3**
- **Target Start Up Approval Time** **– section 2.4**
- **Aircraft De-icing** **– section 2.5**
- **Start Up and Push Back** **– section 2.6**

2.2. Correlation of flight information

The Airport CDM procedure begins with the transmission of the ATC flight plan to the Airport CDM Portal (airport operator data base).

The ATC flight plan will be correlated with the flight data submitted to the airport as well as with the airport slot (scheduled off block time - SOBT) included therein. In particular, the focus is on:

- linking inbound and outbound flights
- comparing the airport slot (SOBT) for the outbound flight with the EOBT of the ATC flightplan

This comparison is usually made at the EOBT-3h. If the ATC flight plan is filed at a later stage, the commencement of the Airport CDM procedure is postponed to this time.

2.2.1. Airport Slot discrepancy

If the SOBT deviates from the EOBT more than 3min, the contact person of the airline is advised by the A-CDM alerting to adjust the times accordingly.

2.2.2. Airport slot missing

If no airport slot is available at the time of the expected conduct of the flight, the flight cannot be sequenced and thus not handled or conducted.

2.2.3. Points of contact

The traffic operation centre is in charge of the activities concerning the correlation of flight information:

Airport Control Center (ACC) at SXF airport

Combination of different flight Information
ATC – Flightplan / Airport flight data information / Airport Slot

2.2.4. Early DPI – data exchange with the NMOC

An early departure planning information message (E-DPI) is generated and transmitted to the NMOC for flight plans validated in accordance with the sections mentioned above (airport slot available).

Flights with an E-DPI are marked in the NMOC system as flights from a CDM airport and are then considered accordingly in further processing (e.g. optimised CTOT allocation in accordance with the local target times).

Example of an Early DPI

-TITLE DPI
-DPISTATUS EARLY
-ARCID DLH3354
-ADEP EDDB
-ADES LTBA
-EOBT 1825
-EOBD 090105
-TAXITIME 0019
-TTOT 1844
-SOBT 1825
-SID CHIEM4S
-ARCTYP A320
-REG DAIPU
-IFPLID 99774423
-ORGN EDDBYDYA

2.2.5. Target-DPI - data exchange with the NMOC

As a rule, a T-DPI with the status "Target" is generated two hours before the EOBT for all flights for which an E-DPI has been generated. The T-DPI is transmitted to the NMOC in the same way as the E-DPI.

The T-DPI is used to transmit a Target Take-Off Time (TTOT) to the NMOC. The T-DPI opens a so-called “slot adjustment window” within which the CTOT is adjusted to the relevant reported TTOT in the best possible manner.

If the TTOT is changed by five minutes or more, if taxi times are adjusted by three minutes or more or if the SID, aircraft type or registration is changed, a new T-DPI is generated and transmitted to the NMOC.

Example of a Target DPI:

-TITLE DPI
-DPISTATUS TARGET
-ARCID DLH3354
-ADEP EDDB
-ADES LTBA
-EOBT 1825
-EOBD 090105
-TAXITIME 0019
-TTOT 1844
-SID CHIEM4S
-ARCTYP A320
-REG DAIPU
-IFPLID 99774423
-ORGN EDDBYDYA

2.2.6. Flight Update Message (FUM) – data exchange with the NMOC

Flight update messages (FUM) are received for flights to SXF Airport (inbound). The following operational events trigger the transmission of an FUM:

- estimated landing time (ELDT) minus 3h
- modification of the ELDT by 5min or more
- changes to the ETFMS status, e.g. suspension of a flight.

The FUM provides an ELDT in advance which allows the system to compare the inbound with the outbound flight plan, i.e. the estimated in block time (EIBT) with the EOBT.

If the calculated EIBT is later than the EOBT of the linked outbound flight plan, the contact person of the airline is notified accordingly. It is expected that the relevant times (delay message - DLA -) or the outbound flight plan (change of aircraft – CHG – or flight plan cancellation – CNL – and new flight plan) will be adjusted in a timely manner.

Furthermore, the ELDT of the FUM has strong effects on:

- optimum gate and position planning as well as further resources planning
- automatic TOBT generation
- further use of resources (e.g. ground handling).

2.2.7. Airport CDM Alerts possible

Potential Airport CDM alerts concerning the combination of different flight information described in section 3.4 include:

CDM01	No Airport Slot available, or Slot already correlated
CDM02	SOBT vs EOBT discrepancy
CDM03	Aircraft Type discrepancy
CDM04	Registration discrepancy
CDM05	First Destination Discrepancy
CDM07	EIBT+MTTT Discrepancy with EOBT
CDM07a	EIBT+MTTT Discrepancy with TOBT
CDM08	EOBT Compliance Alert
CDM13	No ATC Flight Plan Available

Details on the Airport CDM alerts are given in section 3.4.

2.3. Target Off Block Time (TOBT)

The TOBT is a point in time to be monitored and confirmed by the airline/handling agent at which the ground handling process is concluded, all aircraft doors are closed, all passenger boarding bridges have been removed from the aircraft and thus start-up approval and push-back/taxi clearance can be received.

All ground handling processes, except for push-back and remote de-icing, are based on the TOBT. The TOBT is used as the optimum time for coordination.

TOBT = forecast of "Aircraft ready"

2.3.1. Automatically generated TOBT

At fixed times, a TOBT for the linked outbound flight is generated automatically.

The earliest time for the publication of the automatically generated TOBT is ELDT -30min. or EOBT -90min., whichever arrives later.

The Minimum Turn-round Time (MTTT) is applied when the TOBT is generated. The MTTT is a time which is stored in the airport database and depends on the airline, aircraft type and destination airport.

Important dependencies for the automatic initial TOBT generation:

- TOBT **=** EOBT if: EIBT + MTTT **≤** EOBT
- TOBT **=** EIBT + MTTT if: EIBT + MTTT **>** EOBT
- TOBT for flights with a CTOT only: if: TOBT + EXOT is before or inside the Slot Tolerance Window

If the TOBT is not automatically generated, it has to be entered by the person responsible for the TOBT as described in section 2.3.3.

Flights which are not subject to a direct turn-round and which do not park on their outgoing position, the TOBT will be generated automatically at ELDT-30min. or EOBT-90min., whichever arrives later.

2.3.2. Person responsible for the TOBT

Airlines have to ensure:

- the nomination of one person responsible for the TOBT,
- the communication with the relevant airline (ATC flight plan/person responsible for the EOBT) and
- the coordination of internal working procedures

The person responsible for the TOBT (generally the handling agent), the airline (for flights without handling agent) or the pilot-in-command (for general aviation flights without handling agent) is responsible for the correctness of and the adherence to the TOBT.

A wrong TOBT leads to disadvantages for further sequencing and/or CTOT allocation of regulated flights. Therefore, the TOBT has to be adjusted as early as possible.

2.3.3. TOBT input and adjustment

The following facts have to be taken into account for the input and/or adjustment of the TOBT:

- the earliest possible input of a TOBT (before automatic generation) is EOBT-100min.
- a manually set TOBT will never be overwritten by an automatically generated TOBT
- the TOBT can be adjusted as often as necessary until the TSAT has been issued
- after the TSAT has been issued, the TOBT can only be corrected three times
- the entered TOBT has to deviate from itself by at least more than 5min

As the TOBT is also the basis for further airport processes, adjustments of the TOBT (also if the process is completed more than five minutes in advance) are to be entered by the person responsible for the TOBT.

2.3.4. Deviations between TOBT and EOBT

If the TOBT deviates from the EOBT of the ATC flight plan by more than 15min, the airline has to initiate an additional delay message (DLA, CHG). This new EOBT has to be based on the last TOBT.

2.3.5. TOBT deletion

The TOBT has to be deleted in the following cases:

- the TOBT is unknown (e.g. technical problems with the aircraft)
- the permitted number of TOBT inputs (three times) after the generation of the TSAT has been exceeded

If the TOBT is deleted, the TSAT is automatically deleted as well.

If a new TOBT is known and the process shall continue, the person responsible for the TOBT has to enter a new TOBT.

2.3.6. Cancel-DPI – Data exchange with NMOC

As soon as the TOBT for a flight is deleted, a C-DPI message is transmitted to the NMOC. The flight is no longer subject to the special handling process for flights from CDM airports. Then the CTOT is issued on the basis of the flight plan data available at the NMOC until a new DPI (triggered by the new TOBT input) is available for the flight.

-TITLE DPI
-DPISTATUS CNL
-ARCID DLH3354
-ADEP EDDB
-EOBT 1825
-EOBD 090105
-REASON TOTUNKOWN
-ADES LTBA
-IFPLID 99774423
-ORGN EDDBYDYA

2.3.7. TOBT in case of a change of aircraft

If the aircraft is changed, a change message (CHG - type/registration) has to be sent and the TOBT remains in effect and is allocated to the new aircraft.

2.3.8. TOBT reporting channels

The TOBT is reported and/or adjusted in one of the following ways:

- AOE – Airport Operational Extranet
- AODB – Airport Operational Data Base
- TFDPS – Tower Flight Data Processing System
- Airport Control Center (ACC)
- Interfaces from AO/GH

For general aviation flights:

- The CDM process is obligatory for all IFR-Flights. The concerning cockpit crews or the assigned ground handling agent is obligated to enter, update and check the TOBT at any time.

2.3.9. Potential Airport CDM Alerts

Potential Airport CDM alerts concerning the TOBT:

CDM08 EOBT Compliance Alert

CDM09 Boarding Not Started

CDM10 TOBT Rejected or Deleted

CDM11 Flight not compliant with TOBT / TSAT

CDM11a Flight not compliant with TOBT for deicing

CDM14 Automatic TOBT Generation not possible

Details on the Airport CDM alerts are given in section 3.4.

2.4. Target Start Up Approval Time - TSAT

The TSAT is the point in time calculated by the Airport CDM sequence planning system at which the start-up approval can be expected.

The pre-departure sequence is based on the flights with a calculated TSAT.

2.4.1. Publication of the TSAT

The TSAT is published 40min prior to the valid TOBT.

After TSAT has been published, the TOBT can only be corrected another three times to ensure a stable sequence and CTOT allocation. As a rule, the TSAT remains in effect if the TOBT is changed, unless the new TOBT is later than the calculated TSAT.

The calculation of the TSAT is based on the following factors:

- TOBT
- CTOT (for regulated flights)
- Operational capacity at the airport
- Minimum Departure Intervall (MDI)
- Variable taxitime
- Parking position
- Runway in use
- Landing direction
- Aircraft de-icing (only onstand-de-icing)

2.4.2. TSAT reporting channels

The TSAT is acknowledged via the same reporting channels as the TOBT:

- AOE – Airport Operational Extranet
- AODB – Airport Operational Data Base
- TFDPS – Tower Flight Data Processing System
- Airport Control Center (ACC)

TSAT or changes of the TSAT will be reported by the person responsible for the TOBT to the Flight Crew/pilot.

2.4.3. Target-DPI „Sequenced“– data exchange with the NMOC

When the TSAT is generated, a T-DPI message with the status "sequenced" is transmitted to the NMOC for unregulated flights (flights without a CTOT).

Flights for which a T-DPI message with the status "sequenced" has been transmitted have a particular status within the NMOC system.

The status "Target" (section 2.2.5) remains in effect for regulated flights. However, a T-DPI "Sequenced" can be manually generated by the control tower later on; otherwise the T-DPI (s) for regulated flights is issued at the actual start-up time (ASAT).

The transmission of a "Ready" message is no longer required for regulated flights with the T-DPI "Sequenced" (an additional T-DPI can be generated manually if necessary).

The CTOT is adjusted to the local TTOT in the best possible manner.

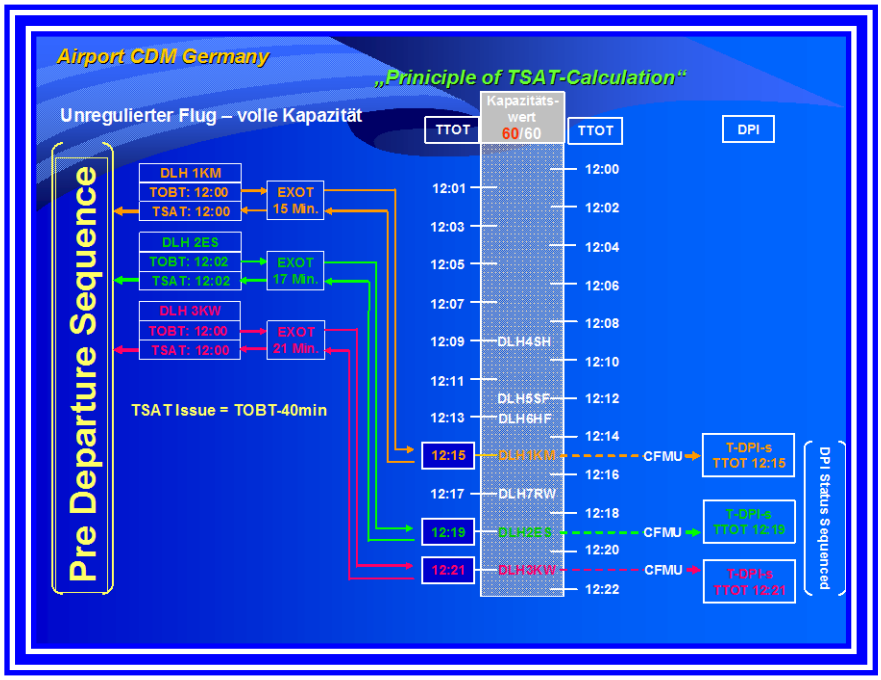
If the TTOT is changed by five minutes or more, if taxi times are adjusted by three minutes or more or if the SID, aircraft type or registration is changed, a new T-DPI is generated and transmitted to the NMOC.

Target Start Up Approval Time – TSAT
Target DPI „Sequenced“ towards CFMU

Examples of the target DPI (status sequenced):

-TITLE DPI
-DPISTATUS SEQ
-ARCID DLH3354
-ADEP EDDB
-ADES LTBA
-EOBT 1825
-EOBD 090105
-TAXITIME 0019
-TTOT 1844
-SID CHIEM4S
-ARCTYP A320
-REG DAIPU
-IFPLID 99774423
-ORGN EDDBYDYA

2.4.4. Example of TSAT and DPI generation



2.4.5. Changes within the sequence

After the TSAT has been calculated, flights within the area of responsibility of a person responsible for the TOBT can be switched. Flights with CTOT cannot be switched. If flights have a CTOT, it must be assured that these flights can still stick to the slot after the sequence change.

2.4.6. TOBT and TSAT handling in extreme situations

If the TOBT and the TSAT deviate from each other by more than 90min, the ground handling process has to be completed before the TOBT. This does not apply to passenger boarding. Passenger boarding has to be completed latest at TSAT -60 min.

2.4.7. Potential Airport CDM Alerts

Potential Airport CDM alerts concerning the TSAT include:

CDM08 EOBT Compliance Alert

CDM10 TOBT Rejected or Deleted

CDM11 Flight not compliant with TOBT / TSAT

CDM12 TSAT Not Respected by ATC

Details on the Airport CDM alerts are given in section 3.4.

2.5. De-icing

2.5.1. De-icing on position

In the case of an apron de-icing, the aircraft has to be ready for de-icing at TOBT. It must have been de-iced at TSAT.

2.5.2. Remote de-icing

Aircraft de-icing times must not be taken into account for the calculation of the TOBT, because de-icing request and the approximately de-icing period will be the basis for the calculation of the TSAT. Therefore de-icing should be requested as early as possible.

In case of de-icing the DPI message to the NMOC will contain the additional status “De-Icing”

Example of a Target DPI „sequenced“ with de-icing status:

-TITLE DPI
-DPISTATUS SEQ
-ARCID DLH3354
-ADEP EDDB
-ADES LTBA
-EOBT 1825
-EOBD 090105
-TAXITIME 0019
-TTOT 1844
-SID CHIEM4S
-ARCTYP A320
-REG DAIPU
-IFPLID 99774423
-DEPSTATUS DEICING
-ORGN EDDBYDYA

2.6. Start-Up and Push-Back

Start-up (actual start up approval time - ASAT) and push-back (actual off block time - AOBT) clearances are issued taking into account the TOBT and TSAT. The following rules shall apply:

- The aircraft has to be ready for start-up and/or remote de-icing at TOBT.
- in principle the timeframe for start-up approval and en-route clearance is TSAT +/- 5min
    - The pilot should request start-up approval and en-route clearance TSAT +/- 5min.
    - *Schönefeld GROUND* issues the start-up approval and en-route clearance depending on TSAT and the current traffic situation.
- The push-back/taxi clearance has to be requested not later than five minutes after the start-up approval has been issued.
- In case of delays *Schönefeld GROUND* has to be informed. Otherwise the TOBT will be deleted and has to be re-entered.

2.6.1. Datalink Clearance - DCL

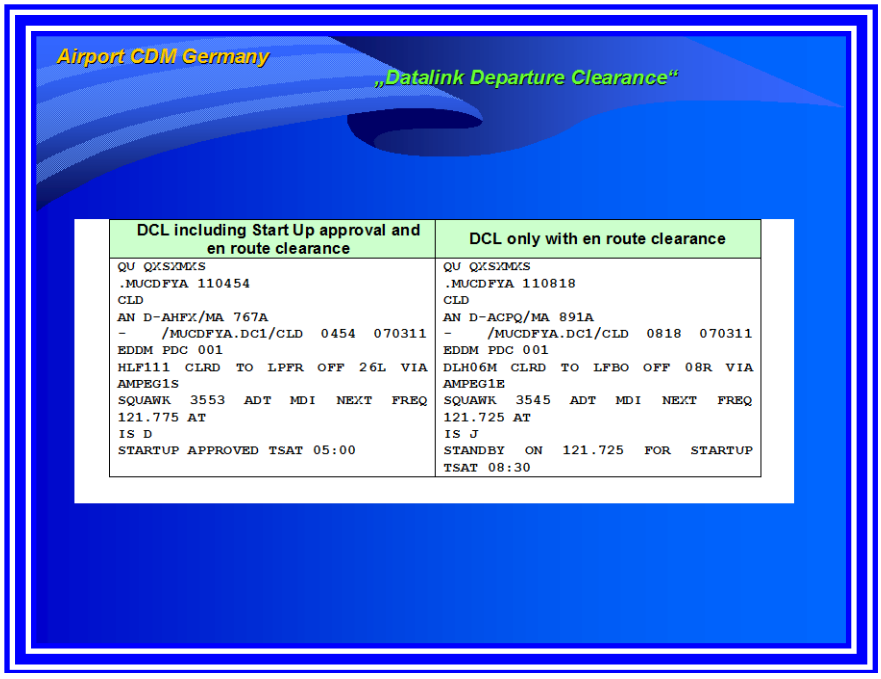
The published procedures and the time parameters published in the AIP AD 2 EDDB continue to apply to datalink departure clearances (DCL).

The TSAT is transmitted via CLD (departure clearance uplink message – issue of the start-up approval and en-route clearance by Clearance Delivery).

„Start Up approved TSAT <hh:mm>“

The push-back/taxi clearance has to be requested at TSAT +/-5 min.

Example:



2.6.2. ATC-DPI (A-DPI) – data exchange with the NMOC

At the Actual Off-Block Time an A-DPI will be sent to NMOC. The “slot adjustment window” is closed and the CTOT can no longer be changed automatically by NMOC.

Beispiel ATC DPI

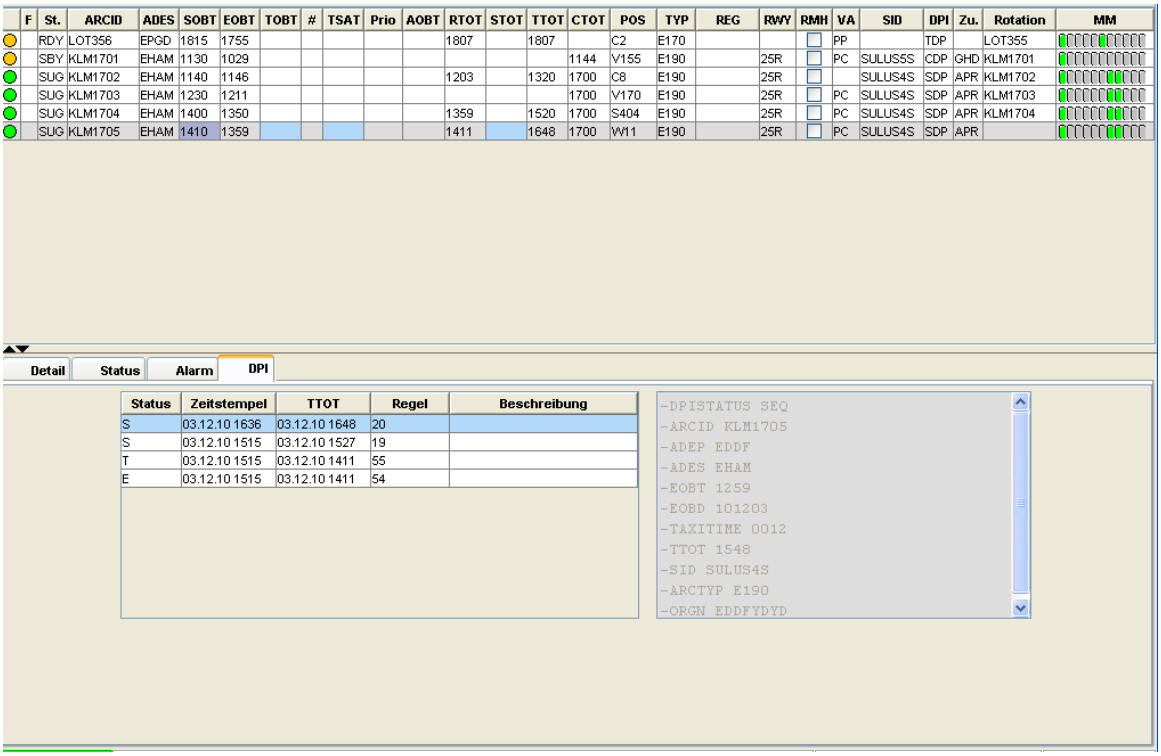
-TITLE DPI
-DPISTATUS ATC
-ARCID DLH3354
-ADEP EDDB
-ADES LTBA
-EOBT 1825
-EOBD 090105
-TAXITIME 0019
-TTOT 1844
-SID CHIEM4S
-ARCTYP A320
-REG DAIPU
-IFPLID 99774423
-ORGN EDDBYDYA

3. Common Situational Awareness / Infomation Sharing

Transparency for all partners involved is the basis for conducting the Airport CDM process. IT interfaces, dialogue systems, alert messages, data exchange with the NMOC, telephone coordination etc. ensure common situational awareness.

3.1. CSA Tool

The Access to the CSA Tool (AOE) can be ordered by the handling agents and airlines from the FBB. The training is being organized by the FBB.



3.2. Dialog „AOE“

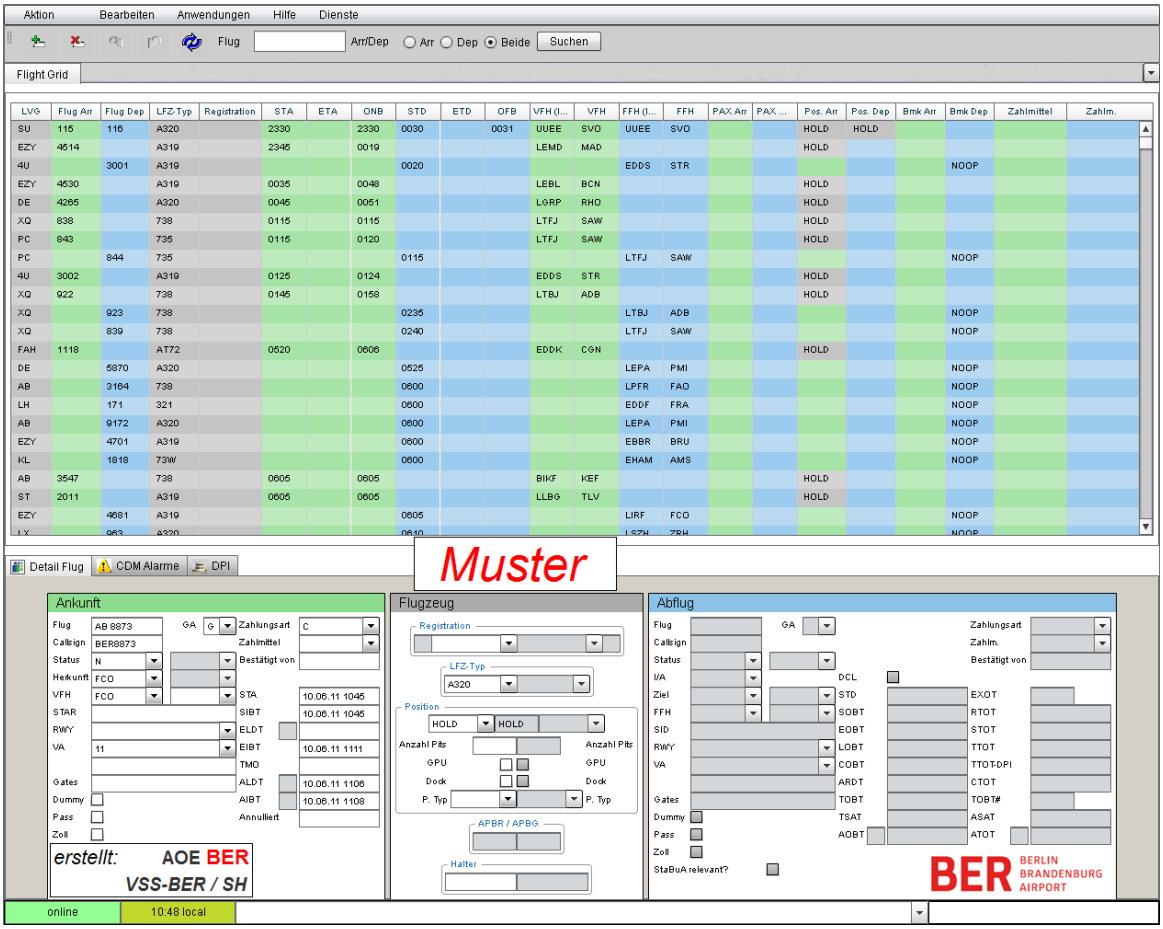
The complete sequence can be monitored in a browser of the Web-application for Sequence-Planning (AOE).

The dialog AOE is available at SXF airport (Ground Handling Agent), or remote (Airline OCC).

Dependant to access permission the user has the possibility to get detailed flight informations to assigned flights, to put in or change TOBT and to apply for Remote Holding.

AO/GH can request the internetdialog “AOE” from FBB free of cost.

Example AOE view of the sequence:



3.3. Display system of the NMOC - CHMI

Information on the Airport CDM data exchange with the NMOC can be obtained in the different display options via the available NMOC reporting channels (collaboration human machine interface - CHMI).

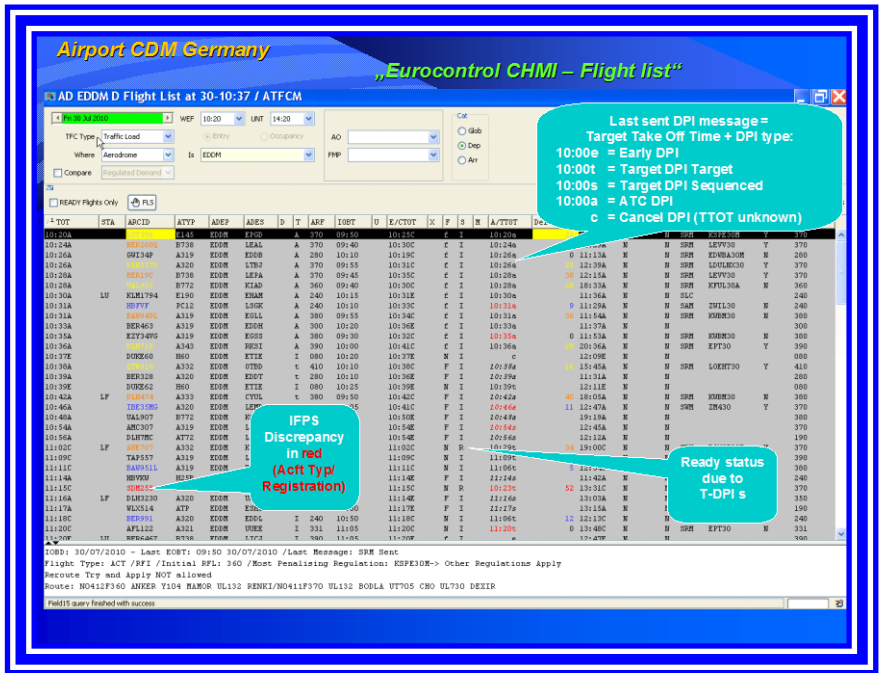
Access to the NMOC CHMI can be requested from Eurocontrol online:

www.eurocontrol.int

3.3.1. CHMI flight list

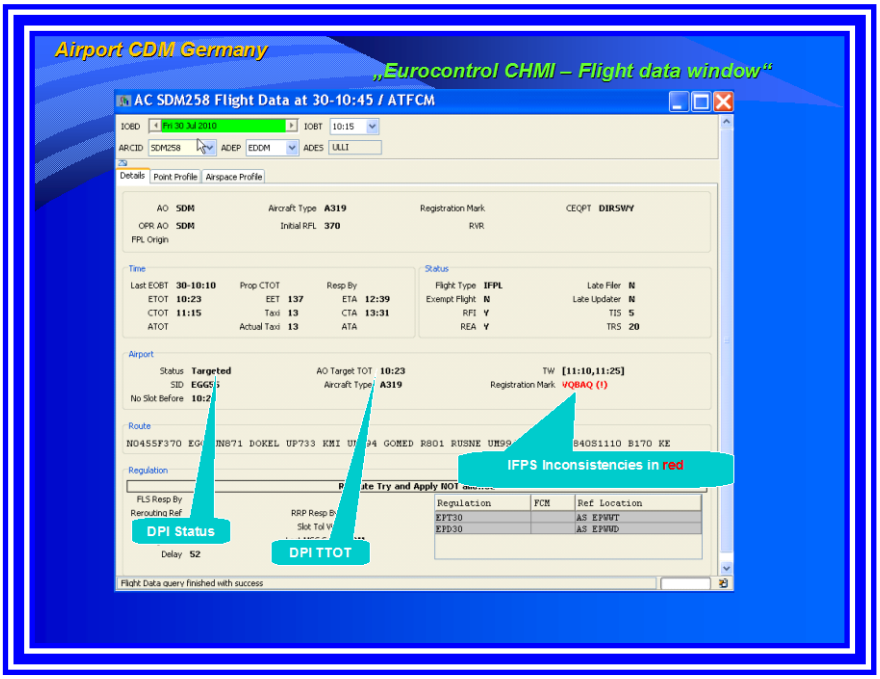
The flight list contains information on:

- TTOT
- transmitted DPI type
- IFPS inconsistencies
- EOBT inconsistencies
- „Ready status“



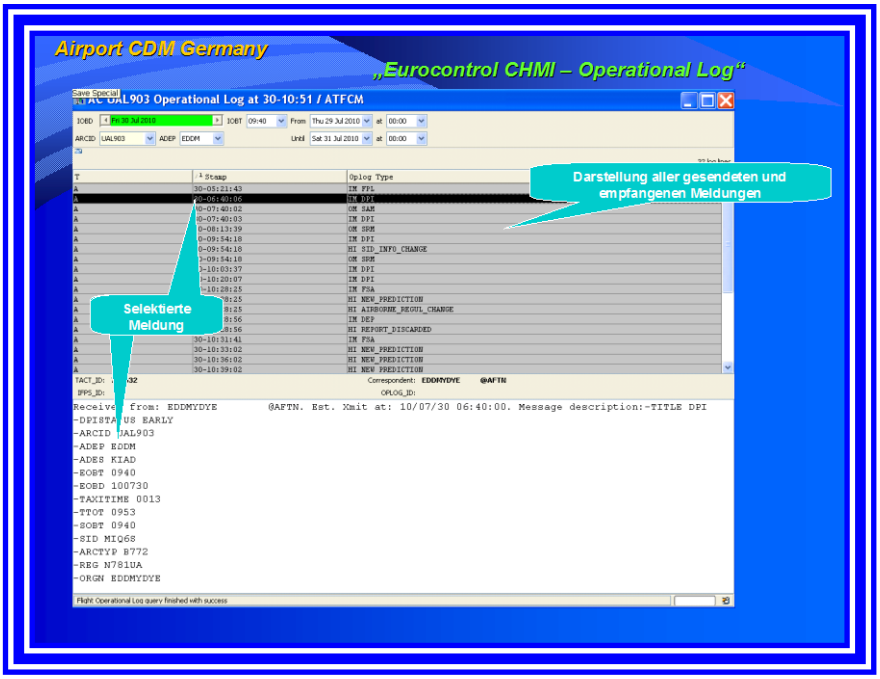
3.3.2. CHMI flight data

Details on the Airport CDM data exchange are given for selecting individual flights from "Flight Data" (directly or from the flight list).



3.3.3. CHMI operational log

All exchanged (transmitted and received) messages can be retraced in the "operational log" option of selected flights.



3.4. Airport CDM alerting

Due to European harmonisation/standardisation, Airport CDM alerts bear the same code all over Europe. A further harmonisation of the A-CDM alerts via the “Initiative on the German harmonisation of Airport CDM” takes place to reach a common alerting procedure all over Germany.

3.4.1. Contact address and information

In order to receive Airport CDM alert messages, all airlines/handling agents have to provide a valid contact address (e-mail) for the Airport operator.

It is also possible to provide several contact addresses for one airline (e.g. referring to a specific alert), if necessary.

In order to ensure optimal process handling and sequencing, it is highly recommended to provide this address (or several addresses) as well as information on necessary changes.

3.4.2. General aviation flights

This does not apply to general aviation flights without handling agents because the messages from the Airport CDM procedure are transmitted to the counter of the general aviation terminal (GAT).

3.4.3. Airport CDM alert messages

CDM01 “No Airport Slot available, or Slot already correlated”

DLH1AB/LH123
CDM01
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
AIRPORT SLOT SOBT 1200 UTC NOT AVAILABLE OR SLOT ALREADY CORRELATED.
IMMEDIATE UPDATE OF ATC FLIGHT PLAN EOBT 1100 OR REQUEST NEW AIRPORT SLOT.

NOTE: THE AIRPORT CDM PROCESS WILL BE SUSPENDED UNTIL RECEPTION OF YOUR RECTIFICATION.

CDM02 “SOBT vs. EOBT discrepancy”

DLH1AB/LH123
CDM02
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
ATC FLIGHT PLAN EOBT 1200 IS NOT CONSISTENT WITH AIRPORT SLOT SOBT 1100 UTC.
IMMEDIATE UPDATE OF AIRPORT SLOT OR ATC FLIGHT PLAN EOBT NEEDED.

CDM03 "Aircraft Type discrepancy"

DLH1AB/LH123
CDM03
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
AIRCRAFT TYPE INCONSISTENCY BETWEEN ATC FLIGHT PLAN <ARCTYP> AND AIRPORT DATABASE <TYP>.
IMMEDIATE UPDATE OF ATC FLIGHT PLAN OR AIRPORT DATABASE NEEDED.

NOTE: THE AIRPORT CDM PROCESS WILL NOT BE SUSPENDED BUT START UP / PUSHBACK CLEARANCE WILL NOT BE GRANTED UNTIL DISCREPANCY IS RESOLVED.

CDM04 "Aircraft Registration discrepancy"

DLH1AB/LH123
CDM04
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
AIRCRAFT REGISTRATION INCONSISTENCY BETWEEN ATC FLIGHT PLAN <REG> AND AIRPORT DATABASE <REG>.
IMMEDIATE UPDATE OF ATC FLIGHT PLAN OR AIRPORT DATABASE NEEDED.

NOTE: THE AIRPORT CDM PROCESS WILL NOT BE SUSPENDED BUT START UP / PUSHBACK CLEARANCE WILL NOT BE GRANTED UNTIL DISCREPANCY IS RESOLVED.

CDM05 "First Destination discrepancy"

DLH1AB/LH123
CDM05
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
DESTINATION INCONSISTENCY BETWEEN ATC FLIGHT PLAN <ADES> AND AIRPORT DATABASE <DEST>.
IMMEDIATE UPDATE OF ATC FLIGHT PLAN OR AIRPORT DATABASE NEEDED.

NOTE: PLEASE CLARIFY WITH AIRPORT TRAFFIC OPERATION CENTER TEL: +49 30 6091 5106.

CDM06 "Non-Airborne Alert"

DLH1AB/LH123
CDM06
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
NO INFORMATION THAT INBOUND FLIGHT IS AIRBORNE, EIBT 1200 MIGHT NOT BE RESPECTED.
CHECK OUTBOUND FLIGHT AND ATC FLIGHT PLAN AND UPDATE IF REQUIRED.

CDM07 "EIBT + MTTT discrepancy with EOBT"

DLH1AB/LH123
CDM07
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
EIBT 1300 OF INBOUND DLH1AX/LH122 + MTTT 0030 IS NOT CONSISTENT WITH OUTBOUND ATC FLIGHT PLAN EOBT 1300.
CHECK OUTBOUND FLIGHT AND ATC FLIGHT PLAN AND UPDATE IF REQUIRED.

NOTE: THIS IS AN ADVISORY ALERT ONLY AND THIS FLIGHT REQUIRES MONITORING AS THE OUTBOUND FLIGHT MAYBE DELAYED.

CDM07a "EIBT + MTTT discrepancy with TOBT"

DLH1AB/LH123
CDM07a
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
EIBT 1300 OF INBOUND DLH1AX/LH122 + MTTT 0030 IS NOT CONSISTENT WITH OUTBOUND TOBT 1300.
CHECK OUTBOUND FLIGHT AND TOBT AND UPDATE IF REQUIRED.

NOTE: THIS IS AN ADVISORY ALERT ONLY AND THIS FLIGHT REQUIRES MONITORING AS THE OUTBOUND FLIGHT MAYBE DELAYED.

CDM08 "EOBT Compliance Alert"

DLH1AB/LH123
CDM08
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
RECEIVED TOBT 1300 IS OUT OF ATC FLIGHT PLAN EOBT 1230 TOLERANCE WINDOW. IMMEDIATE UPDATE OF ATC FLIGHT PLAN EOBT NEEDED.

NOTE: EOBT AND TOBT SHALL NOT DIFFER BY MORE THAN 15 MINUTES. THE AIRPORT CDM PROCESS WILL NOT BE SUSPENDED BUT START UP / PUSHBACK CLEARANCE MAY NOT BE GRANTED UNTIL DISCREPANCY IS RESOLVED.

CDM09 "Boarding Not Started"

DLH1AB/LH123
CDM09
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
AT TOBT 1300 - 10 MINUTES BOARDING WAS NOT INITIATED.
UPDATE TOBT IF NEEDED.

NOTE: THE AIRPORT CDM PROCESS WILL NOT BE SUSPENDED BUT START UP / PUSHBACK CLEARANCE MAY NOT BE GRANTED.

CDM10 "TOBT Rejected or Deleted"

DLH1AB/LH123
CDM10
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
TOBT 1300 WAS REJECTED OR DELETED.
NEW TOBT REQUIRED.

NOTE: THE AIRPORT CDM PROCESS IS SUSPENDED UNTIL RECEPTION OF YOUR RECTIFICATION.

CDM11 "Flight not compliant with TOBT / TSAT"

DLH1AB/LH123
CDM11
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
FLIGHT NOT COMPLIANT WITH TOBT 1300 / TSAT 1300.
THIS FLIGHT WILL BE RE-SEQUENCED ON RECEIPT OF NEW TOBT.

NOTE: THE AIRPORT CDM PROCESS MAY BE SUSPENDED UNTIL RECEPTION OF YOUR NEW TOBT.

CDM11a "Flight not compliant with TOBT for deicing"

DLH1AB/LH123
CDM11a
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
FLIGHT NOT COMPLIANT WITH TOBT 1300. DEICING COULD NOT BE INITIATED.
UPDATE OF TOBT NEEDED.

NOTE: THE AIRPORT CDM PROCESS MAY BE SUSPENDED UNTIL RECEPTION OF YOUR NEW TOBT.

CDM12 "TSAT Not Respected by ATC"

DLH1AB/LH123
CDM12
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
AT TSAT 1300 + 5 MINUTES AIRCRAFT HAS NOT BEEN GRANTED START UP OR PUSHBACK.
THIS FLIGHT NEEDS TO BE RESEQUENCED.

CDM13 "No ATC Flight Plan Available"

NO ARCID/LH123
CDM13
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
THE ATC FLIGHT PLAN IS NOT AVAILABLE.
SUBMISSION OF NEW ATC FLIGHT PLAN NEEDED.

NOTE: ATC FPL <ARCID> HAS BEEN CANCELLED AND THE AIRPORT CDM PROCESS IS SUSPENDED.

CDM14 "Automatic TOBT Generation not possible"

DLH1AB/LH123
CDM14
1002171200UTC
SXF/EDDB (IATA/ICAO Location Indicator)
THE TOBT COULD NOT BE AUTOMATICALLY GENERATED BECAUSE IT DOES NOT MATCH WITH THE ASSOCIATED CTOT 1330.
MANUAL INPUT OF TOBT REQUIRED.

NOTE: THE AIRPORT CDM PROCESS IS SUSPENDED until reception of your rectification.

4. Publication

4.1. Aeronautical Information Publication (AIP)

The Airport CDM procedure at SXF Airport will be published in the German Aeronautical Information Publication, volume II, AD2-EDDB, AD 2, “Local Traffic Regulations”.

4.2. Airport User Regulations (FBO)

The Airport CDM procedure at SXF Airport will be published in the airport user regulations FBO.

5. Persons in charge of the process/points of contact

Projectmailadress:	a-cdm@berlin-airport.de
Boris Breug (FBB)	boris.breug@berlin-airport.de
Florian Witusch (FBB)	florian.witusch@berlin-airport.de
Roman Glöckner (DFS)	roman.gloeckner@dfs.de
Hendrik Wendler (DFS)	hendrik.wendler@dfs.de