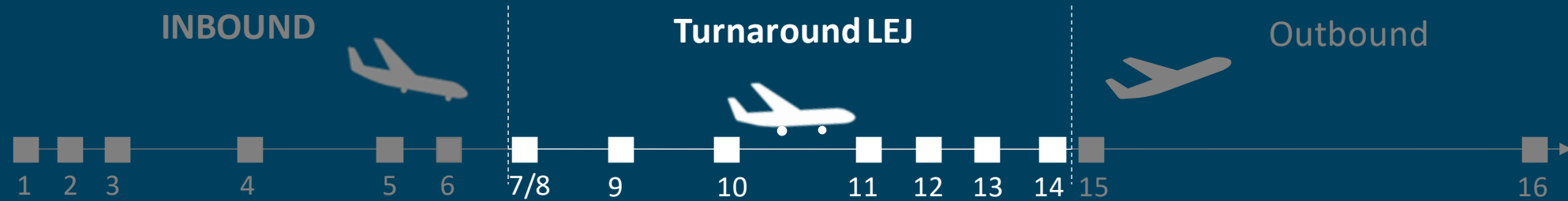| Initial Phase 2018 – 2020 | Planning Phase 2022 – Q1 2023 | Implementation Phase | GO LIVE |

A-CDM is an operational process to optimize the turnaround process of aircraft.

- The basis for **A**irport **C**ollaborative **D**ecision **M**aking is the availability of **the same information** for all process participants **at the same time** (information sharing).

- The A-CDM process consists of three phases (Inbound, Turnaround, Outbound) and is based on up to 16 milestones that are interactively linked. Updating one milestone automatically leads to an update of all subsequent milestones. The milestones for the turnaround are presented below.

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INBOUND — **Turnaround LEJ** — Outbound

1 2 3 4 5 6 7/8 9 10 11 12 13 14 15 16

The milestones for the turnaround are presented below.

No.	Milestone	Explanation
7/8	AIBT + AGHT (Actual In-Block Time + Actual Ground Handling Start Time)	The aircraft arrives at the final parking position. The **AIBT** time stamp **is generated** (status: On-Block). Trigger for automatic **turnaround feasibility check** and update of subsequent ACDM time stamps. With the start of ground handling at the aircraft, the AGHT timestamp is set.
9	TOBT Update (Target Off Block Time)	Taking into account the operational situation, the Aircraft Operator/Ground Handler communicates the **TOBT** as the **expected target time** at which all aircraft **handling processes** (except pushback and remote de-icing) will be **completed**.
10	TSAT Issue (Herausgabe) (Target Start Up Approval Time)	The **TSAT** is the **target time** for issuing the **startup clearance**. It is a result of the pre-departure sequence calculation, which takes into account local as well as network influences. The TSAT is issued at the **earliest 40 min before TOBT**.
11	Boarding Starts ASBT (Actual Start Boarding Time)	The *Begin Boarding* status defines the point in time at which a flight has begun with the boarding of passengers onto the aircraft (boarding process). The status can also be used in a similar form for the actual start of loading for cargo flights. The **timestamp ASBT** is **generated by** the **Aircraft Operator/Ground Handler**.
12	ARDT (Aircraft Ready Time)	The *Aircraft Ready* status defines the point in time (**ARDT**) at which **all handling processes** (except pushback vehicle attached) have been **completed**. The presence of the status is a **prerequisite** for the issuance of the **startup clearance** or the **pushback release**.
13	ASRT (Actual Start Up Request Time)	Time at which the pilot requests the startup clearance by Air traffic control.
14	ASAT (Actual Start Up Approval Time)	Time at which the startup clearance is issued by Air traffic control is granted (response to milestone 13).