

AIRPORT CDM ALERTS

BEST PRACTICES - GERMANY





Airport CDM Alerts

Best Practices - Germany

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CDM alerts: German harmonisation

1 General

Airport CDM alerts are an important part of the Airport CDM process. CDM Alerts aiming to inform CDM partners on situations which should be resolved within airport collaborative decision making. CDM Alerts and their respective action to resolve the conflict are supporting an improved execution on Airport CDM.

The European developments are the basis for Airport CDM. These developments still leave some areas to attach the CDM process to local necessities. It is in the interest of the customers of Airport CDM, especially airline operators and ground handling agents, a uniform application, in format as well as in content, should be envisaged.

This document is used to harmonise the alerting within the German Airport CDM processes. At the time being it is planned to implement Airport CDM at least at 5 German airports, insofar an alignment between the different CDM airports are worthwhile.

The following chapters consider format and content, as far as they are already defined through the European Airport CDM basis. The following additional items were specified within the German harmonisation meeting:

- all times used are times in UTC
- use of variable text fields (e.g. EOBT)
- remark with the consequence if distortion is not resolved
- classification and marking of alert

1.1 Sources and Overview

1.1.1 Sources

The information regarding European Airport CDM alerts can be found within the following documents:

- Airport CDM Implementation Manual: A2-29 bis A2-36.
- Eurocae ED 145 – Airport CDM Interface Specification, Chapter 3.7.



1.1.2 Overview

ID	Code	Description	Link with CFMU DPI Error Reply Messages*	Applicable on Milestone Process
1.	CDM01	No Airport Slot Available, or Slot already correlated	N/A	1
2.	CDM02	SOBT vs. EOBT discrepancy	N/A	1
3.	CDM03	Aircraft Type discrepancy	DPI ARCTYP inconsistent with ARCTYP from flight plan	1-14
4.	CDM04	Aircraft Registration discrepancy	DPI Registration inconsistent with registration from flight plan No Registration available in flight plan	1-14
5.	CDM05	First Destination discrepancy	N/A	1
6.	CDM06	Non-Airborne Alert	N/A	3
7.	CDM07	EIBT + MTTT discrepancy with EOBT	N/A	2-3
8.	CDM08	EOBT Compliance Alert	DPI OBT Inconsistent with EOBT from IFPS	3-11
9.	CDM09	Boarding Not Started	N/A	11
10.	CDM10	TOBT Rejected or Deleted	N/A	9-14
11.	CDM11	Flight not Compliant with TOBT/TSAT	N/A	12-13
12.	CDM12	TSAT not respected by ATC	N/A	13
13.	CDM13	No ATC Flight Plan Available	Not existing flight	1-14
14.	CDM14	Automatic TOBT Generation not Possible	N/A	4-9

1.1.3 German Harmonisation

The following specifications were accepted by all partners of the German Airport CDM projects (DFS / Fraport / Airport Munich FMG / Airport Düsseldorf FDG / Airport Berlin FBS) during the harmonisation meeting at Langen on 17.02.2010.



1.2 High level message structure

The high level message structure of Airport CDM alerts are defined through European basis documents:

<u>Data ID String:</u>	Flight Identification / Alert Code / Timestamp / Origin
	- Flight ID = ARCID (ICAO) and Tripnumber (IATA)
	- Alert Code = Alert message identification
	- Timestamp = Time and date of event in UTC
	- Origin = IATA und ICAO Codes
<u>Inconsistency string:</u>	European Alert Text
<u>Action to take string:</u>	European Alert Text
<u>Consequences string:</u>	Local Note Text

Remark: Strings and their content are representet dependant on Eurocae ED145 as [resp.]. Variable content in inconsistency resp. action to take string are represented as < resp. >.

Remark: Within field „Timestamp“, times should be used uniform in UTC. The representation on seconds is possible according Eurocae ED145 (YYDDMMHHMMSS).

1.3 Sample - High level message structure

Data ID String:

[ARCID]/[FLTNR]¶
 [ALERT CODE]¶
 [YYMMDDHHMM][UTC]¶
 [DEP]/[ADEP]¶

Inconsistency string:

[AIRPORT SLOT SOBT <HHMM> [UTC] NOT AVAILABLE OR SLOT ALREADY CORRELATED.]¶

Action to take string:

[IMMEDIATE UPDATE OF ATC FLIGHT PLAN EOBT <HHMM> OR REQUEST NEW AIRPORT SLOT.]¶ ¶

Consequences string:

[NOTE: THE AIRPORT CDM PROCESS MAY BE SUSPENDED UNTIL RECEPTION OF YOUR RECTIFICATION.]¶

1.4 Classification

Within this document the following classifications for CDM alerts are used:

RED	=	Process will be stopped. (no DPI; no sequencing)
ORANGE	=	Process continues, conflict has to be solved during process
YELLOW	=	Process continues, alert is seen as an information



2 Airport CDM Alerts – Details

Within the following chapter the individual Airport CDM alerts are prescribed in detail. They are differentiated in „Strings“, „Representation“ and „Classification“.

2.1 CDM01

“No Airport Slot available, or Slot already correlated”

2.1.1 CDM01 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM01]¶

[1002171200][UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[AIRPORT SLOT SOBT <1200> [UTC] NOT AVAILABLE OR SLOT ALREADY CORRELATED.]¶

Action to take string:

[IMMEDIATE UPDATE OF ATC FLIGHT PLAN EOBT <1100> OR REQUEST NEW AIRPORT SLOT.]¶ ¶

Consequences string:

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

2.1.2 CDM01 – Representation

DLH1AB/LH123

CDM01

1002171200UTC

MUC/EDDM

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.

2.1.3 CDM01 – Classification

The Airport CDM process will be stopped for this flight.

Representation **RED**



2.2 CDM02

“SOBT vs. EOBT discrepancy”

2.2.1 CDM02 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM02]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[ATC FLIGHT PLAN EOBT <1200> IS NOT CONSISTENT WITH AIRPORT SLOT SOBT <1100> [UTC].]¶

Action to take string:

[IMMEDIATE UPDATE OF AIRPORT SLOT OR ATC FLIGHT PLAN EOBT NEEDED.]¶

¶

Consequences string:

No Consequence String¶

2.2.2 CDM02 – Representation

DLH1AB/LH123

CDM02

1002171200UTC

MUC/EDDM

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.

2.2.3 CDM02 – Classification

The Airport CDM process will be continued for this flight. The deviation from airport slot will be recorded for post-analyzing purposes (e.g. Slot Performance Monitoring Committee).

Representation **ORANGE**



2.3 CDM03

“Aircraft Type discrepancy”

2.3.1 CDM03 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM03]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[AIRCRAFT TYPE INCONSISTENCY BETWEEN ATC FLIGHT PLAN <ARCTYP> AND AIRPORT DATABASE <TYP>.]¶

Action to take string:

[IMMEDIATE UPDATE OF ATC FLIGHT PLAN OR AIRPORT DATABASE NEEDED.]¶

¶

Consequences string:

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

Remark: Aircrafttypes from ATC FPL and AODB will be inserted.

2.3.2 CDM03 – Representation

DLH1AB/LH123

CDM03

1002171200UTC

MUC/EDDM

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.

2.3.3 CDM03 – Classification

The Airport CDM process will be continued for this flight. The inconsistency has to be eliminated until start up request.

Representation **ORANGE**



2.4 CDM04

“Aircraft Registration discrepancy”

2.4.1 CDM04 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM04]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[AIRCRAFT REGISTRATION INCONSISTENCY BETWEEN ATC FLIGHT PLAN
<REG> AND AIRPORT DATABASE <REG>.]¶

Action to take string:

[IMMEDIATE UPDATE OF ATC FLIGHT PLAN OR AIRPORT DATABASE NEEDED.]¶

¶

Consequences string:

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

Remark: If there is no REG in one of the fields, <NO REG> will be inserted instead.

2.4.2 CDM04 – Representation

DLH1AB/LH123

CDM04

1002171200UTC

MUC/EDDM

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.

2.4.3 CDM04 – Classification

The Airport CDM process will be continued for this flight. The inconsistency has to be eliminated until start up request.

Representation **ORANGE**



2.5 CDM05

“First Destination discrepancy”

2.5.1 CDM05 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM05]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[DESTINATION INCONSISTENCY BETWEEN ATC FLIGHT PLAN <ADES> AND AIRPORT DATABASE <DEST>.]¶

Action to take string:

[IMMEDIATE UPDATE OF ATC FLIGHT PLAN OR AIRPORT DATABASE NEEDED.]¶

¶

Consequences string:

[PLEASE CLARIFY WITH AIRPORT TRAFFIC OPERATION CENTER TEL: 123456789].¶

Remark: Within AODB a first destination might be as well an intermediate landing (flight stop-over). Included phone number represents local clearing function.

2.5.2 CDM05 – Representation

DLH1AB/LH123

CDM05

1002171200UTC

MUC/EDDM

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: 123456789.

2.5.3 CDM05 – Classification

The Airport CDM process will be continued for this flight. The deviation has to be eliminated through a clearing function. In most cases this might just be the difference that final destination (ADES) within ATC FPL might be just an intermediate stop within AODB.

Representation **ORANGE**



2.6 CDM06

“Non-Airborne Alert”

2.6.1 CDM06 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM06]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[NO INFORMATION THAT INBOUND FLIGHT IS AIRBORNE, [SIBT oder EIBT] <1200> MIGHT NOT BE RESPECTED.]¶

Action to take string:

[CHECK OUTBOUND FLIGHT AND ATC FLIGHT PLAN AND UPDATE IF REQUIRED.]¶ ¶

Consequences string:

No Consequence String¶

2.6.2 CDM06 – Representation

DLH1AB/LH123

CDM06

1002171200UTC

MUC/EDDM

NO INFORMATION THAT INBOUND FLIGHT IS AIRBORNE, EIBT 1200 MIGHT NOT BE RESPECTED.

CHECK OUTBOUND FLIGHT AND ATC FLIGHT PLAN AND UPDATE IF REQUIRED.

2.6.3 CDM06 – Classification

The Airport CDM process will be continued for this flight. This alert is not in use at MUC, and not being planned for FRA and BBI. If used, the more current information will be represented, either SIBT (if only scheduled information is available) or EIBT (e.g. if FUM with status before departure is already available).

Representation **YELLOW**



2.7 CDM07

“EIBT + MTTT discrepancy with EOBT”

2.7.1 CDM07 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM07]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[EIBT <1300> OF INBOUND <DLH1AX>/<LH122> + MTTT <0030> IS NOT CONSISTENT WITH OUTBOUND ATC FLIGHT PLAN EOBT <1300>.]¶

Action to take string:

[CHECK OUTBOUND FLIGHT AND ATC FLIGHT PLAN AND UPDATE IF REQUIRED.]¶ ¶

Consequences string:

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

2.7.2 CDM07 – Representation

DLH1AB/LH123

CDM07

1002171200UTC

MUC/EDDM

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.

2.7.3 CDM07 – Classification

The Airport CDM process will be continued for this flight. Without adjustment may have consequences for TOBT/TSAT and the pre departure sequencing of the outbound flight.

Representation **YELLOW**



2.8 CDM07a

“EIBT + MTTT discrepancy with TOBT”

2.8.1 CDM07a – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM07a]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[EIBT <1300> OF INBOUND <DLH1AX>/<LH122> + MTTT <0030> IS NOT CONSISTENT WITH OUTBOUND TOBT <1300>.]¶

Action to take string:

[CHECK OUTBOUND FLIGHT AND TOBT AND UPDATE IF REQUIRED.]¶ ¶

Consequences string:

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

2.8.2 CDM07a – Representation

DLH1AB/LH123

CDM07a

1002171200UTC

MUC/EDDM

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.

2.8.3 CDM07a – Classification

The Airport CDM process will be continued for this flight. In difference to CDM07, this alert will be used for flights having already a TOBT.

Such a differentiation is not yet foreseen within European Airport CDM.

Representation **YELLOW**



2.9 CDM08

“EOBT Compliance Alert”

2.9.1 CDM08 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM08]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[RECEIVED TOBT <1300> IS OUT OF ATC FLIGHT PLAN EOBT <1230> TOLERANCE WINDOW.]¶

Action to take string:

[IMMEDIATE UPDATE OF ATC FLIGHT PLAN EOBT NEEDED.]¶ ¶

Consequences string:

[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.]¶

2.9.2 CDM08– Representation

DLH1AB/LH123

CDM08

1002171200UTC

MUC/EDDM

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.

2.9.3 CDM08 – Classification

The Airport CDM process will be continued for this flight. The deviation has to be eliminated until start up request.

Representation **ORANGE**



2.10 CDM09

“Boarding Not Started”

2.10.1 CDM09 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM09]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[AT TOBT<1300> – <MM> MINUTES BOARDING WAS NOT INITIATED.]¶

Action to take string:

[UPDATE TOBT IF NEEDED]¶ ¶

Consequences string:

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

Remark: For <MM> a local value have to be defined.

2.10.2 CDM09– Representation

DLH1AB/LH123

CDM09

1002171200UTC

MUC/EDDM

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.

2.10.3 CDM09 – Classification

The Airport CDM process will be continued for this flight. The deviation has to be eliminated until start up request respectively start up request/approval has to be according CDM process at TSAT. The value of 10 minutes in this sample is a local defined parameter.

Representation **ORANGE**



2.11 CDM10

“TOBT Rejected or Deleted”

2.11.1 CDM10 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM10]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[TOBT <1300> WAS REJECTED OR DELETED.]¶

Action to take string:

[NEW TOBT REQUIRED.]¶ ¶

Consequences string:

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

2.11.2 CDM10– Representation

DLH1AB/LH123

CDM10

1002171200UTC

MUC/EDDM

TOBT 1300 WAS REJECTED OR DELETED.

NEW TOBT REQUIRED.

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

2.11.3 CDM10 – Classification

The Airport CDM process will be stopped for this flight.

Representation **RED**



2.12 CDM11

“Flight not compliant with TOBT / TSAT”

2.12.1 CDM11 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM11]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[FLIGHT NOT COMPLIANT WITH TOBT <1300> / TSAT <1300>.]¶

Action to take string:

[THIS FLIGHT WILL BE RE-SEQUENCED ON RECEIPT OF NEW TOBT]¶ ¶

Consequences string:

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

2.12.2 CDM11– Representation

DLH1AB/LH123

CDM11

1002171200UTC

MUC/EDDM

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.

2.12.3 CDM11 – Classification

An input of new TOBT respectively a cancellation of TOBT is expected.

Representation **ORANGE**



2.13 CDM11a

“Flight not compliant with TOBT for deicing”

2.13.1 CDM11a – Strings

Data ID String:

[DLH1AB]/[LH123]¶
 [CDM11a]¶
 [1002171200] [UTC]¶
 [FRA]/[EDDF]¶

Inconsistency string:

[FLIGHT NOT COMPLIANT WITH TOBT <1300>. DEICING COULD NOT BE INITIATED.]¶

Action to take string:

[UPDATE OF TOBT NEEDED]¶ ¶

Consequences string:

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

2.13.2 CDM11a– Representation

DLH1AB/LH123
 CDM11a
 1002171200UTC
 FRA/EDDF
 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.

2.13.3 CDM11a – Classification

An input of new TOBT respectively a cancellation of TOBT is expected. This alert is planned for implementation at FRA. It is triggered if flight at TOBT/ECZT is not yet ready for on-stand deicing.

Such a differentiation is not yet foreseen within European Airport CDM.

Representation **ORANGE**



2.14 CDM12

“TSAT Not Respected by ATC”

2.14.1 CDM12 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM12]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[AT TSAT <1300> + <5> MINUTES AIRCRAFT HAS NOT BEEN GRANTED START UP OR PUSHBACK.]¶

Action to take string:

[THIS FLIGHT NEEDS TO BE RESEQUENCED.]¶ ¶

Consequences string:

No Consequence String¶

2.14.2 CDM12– Representation

DLH1AB/LH123

CDM12

1002171200UTC

MUC/EDDM

AT TSAT 1300 + 5 MINUTES AIRCRAFT HAS NOT BEEN GRANTED START UP OR PUSHBACK.

THIS FLIGHT NEEDS TO BE RESEQUENCED.

2.14.3 CDM12 – Classification

The Airport CDM process will be continued for this flight. This alert is not used at MUC and is not planned for implementation at FRA and BBI.

Representation **YELLOW**



2.15 CDM13

“No ATC Flight Plan Available”

2.15.1 CDM13 – Strings

Data ID String:

[NO ARCID]/[LH123]¶

[CDM13]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[THE ATC FLIGHT PLAN IS NOT AVAILABLE.]¶

Action to take string:

[SUBMISSION OF NEW ATC FLIGHT PLAN NEEDED.]¶ ¶

Consequences string:

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

Remark: As ARCID within **consequence** string the ARCID of cancelled ATC FPL is represented.

2.15.2 CDM13– Representation

NO ARCID/LH123

CDM13

1002171200UTC

MUC/EDDM

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.

2.15.3 CDM13 – Classification

The Airport CDM process for this flight will be stopped.

Representation **RED**



2.16 CDM14

“Automatic TOBT Generation not possible”

2.16.1 CDM14 – Strings

Data ID String:

[DLH1AB]/[LH123]¶

[CDM14]¶

[1002171200] [UTC]¶

[MUC]/[EDDM]¶

Inconsistency string:

[THE TOBT COULD NOT BE AUTOMATICALLY GENERATED BECAUSE IT DOES NOT MATCH WITH THE ASSOCIATED CTOT <1330>.]¶

Action to take string:

[MANUAL INPUT OF TOBT REQUIRED.]¶ ¶

Consequences string:

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

2.16.2 CDM14– Representation

DLH1AB/LH123

CDM14

1002171200UTC

MUC/EDDM

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.

2.16.3 CDM14 – Classification

The Airport CDM process for this flight will be stopped.

Representation **RED**



3 Airport CDM Alerts – Representation and Distribution

Airport CDM alerts will be represented within an A-CDM tool (e.g. CSA tool FRA; WEASEL/SEPL MUC). Additionally to the oversight of flights within CDM process, alerts, if present for this flight, will be shown according their classification. With a direct selection of flight full information on alert is given.

Furthermore Airport CDM alerts can be distributed via E-mail directly to process partners. This might be especially an option for those operators, not having direct access to local tools (e.g. airline dispatch office located in different country, locally just the ground handling agent).

A further option might be the distribution of alerts through direct system interfaces between AODB and airline systems, as well as distribution through SITA network.

Sample of planned representation (WEASEL, MUC):

Sequence Detail (alle Zeiten in UTC)													
MAS	Flug	Callsign	REG	SOBT	EOBT	TOBT	TSAT	CTOT	RMT	POS	RH	ICE	RWY
<	LH 4248	DLH02M	DAIPK	13:45	13:45	13:45	13:48		10	252B			26L
<	LH 3314	DLH8AP	DACKA	13:55	13:55	13:55	13:57		10	322E			26L
<	LH 4154	DLH81V	DAEMF	14:00	14:00	14:00	14:01		10	331N			26L
<	LH 4074	DLH7VY	IADLJ	14:00	14:00	14:00	14:04		10	317			26L
<	LH 4364	DLH11J	DACPP	13:45	14:00	14:05	14:06		10	324W			26L
^	LH 3020	DLH8CW	DAIPW	14:05	14:05	14:05	14:06		11	215A			26R
^	LH 366	DLH9CT	DAIPU	14:10	14:10	14:08	14:08		11	248A			26R
<	LH 1118	DLH1FT	DADHE	14:00	14:00	14:09	14:10		11	332N			26R
^	LH 3986	DLH5EE	IADCE	14:10	14:10	14:10	14:10		10	307			26L
<	LH 3862	DLH4UK	DAIPX	14:10	14:10	14:10	14:12		10	214			26L
<	LH 940	DLH940	DAVRM	13:45	14:10	14:12	14:12		11	232			26R
^	LH 3390	DLH2LC	DAIZB	13:55	14:10	14:13	14:13		10	245			26L
-	LH 4506	DLH57N	DACKF	14:05	14:15	14:12	14:14		10	323W			26L
-	LH 4184	DLH62X	DACKH	14:15	14:15	14:15	14:15		13	325E			26L
^	LH 4758	DLH8KN	DAISL	14:15	14:15	14:15	14:15		14	211			26R
-	AB 6034	BER325	DALTB	13:55	13:55	14:15	14:16		15	104			26R
^	LH 4608	DLH3FF	DAIQH	14:15	14:15	14:15	14:16		14	219B			26R
-	LH 3166	DLH7TJ	DACKD	14:00	14:25	14:19	14:19		14	321E			26R
*	LH 3494	DLH5CJ	DACPL	14:20	14:20	14:20	14:21		13	324E			26L
-	LH 3824	DLH6PP	DADHA	14:20	14:20	14:20	14:22		13	334N			26L
+	LH 3904	DLH8FU	IADJO	14:20	14:20	14:20	14:23		13	311			26L
-	LH 3558	DLH08X	DAEBA	14:20	14:20	14:20	14:25		13	336N			26L
*	LH 1272	DLH1RH	DAIQK	14:25	14:25	14:25	14:25		14	212B			26R
*	LH 412	DLH412	DAIKK	14:15	14:15	14:25	14:26		14	204A			26R
>	LH 4098	DLH2JA	IADJN	14:25	14:25	14:25	14:26		13	312			26L

CDM Alert representation according to their classification.