

Acronym	Definition	Explanation
DAS-FRA	Datenaustauschsystem	System of Lufthansa for internal and external (e.g. Fraport) data exchange
DCL	Departure Clearance (Data link)	
DCR	Deicing Company Ready	A-CDM@FRA process status
DCS	Departure Control System	
DEP	Departure	Outbound flight.
DES	De-suspension message	
DFS	Deutsche Flugsicherung GmbH	German ATC Provider
DGA	Digitale Gateansage	Self explaining
DGS	Docking Guidance System	
DIR	Deicing Requested	A-CDM@FRA process status
DIV	Diverted	A-CDM@FRA process status
DLA	Delay message	Standard message sent to NMOC 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.
DOP	(Bridge-) Driver on Position	A-CDM@FRA process status
DPD	De-icing Pad	De-icing pad or other area on the apron for the use of de-icing
DPI	Departure Planning Information message	Message from Airport to NMOC. See also A-DPI, C-DPI, E-DPI, T-DPI
DVA	Deicing Vehicle allocated	A-CDM@FRA process status
DVP	Deicing Vehicle on position	A-CDM@FRA process status
ECZT	Estimated Commencement of De-icing Time	The estimated time when de-icing operations on an aircraft are expected to start.
EDDF	Airport Frankfurt Main	ICAO Location Indicator
EDIT	Estimated De-icing Time	Metric EEZT – ECZT.

EDP	E-DPI sended to NMOC	A-CDM@FRA process status
E-DPI	Early – Departure Planning Information message	First DPI message is sent from -3 hrs and before the T-DPI message by the CDM AIRPORT to the NMOC (ETFMS) notifying the ETOT. Also first DPI sent after ATC flight plan Cancellation.
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.
EFD	Eurocontrol Flight Data Message	Delivers the data for the FUM which is established in Stanly_CDM
EGT	End of Gate Handling	A-CDM@FRA process status
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).
ENB	End of Boarding	A-CDM@FRA process status
EOBD	Estimated Off-Block Date	The estimated date at which the aircraft will commence movement associated with departure (ICAO).
EOBT	Estimated Off-Block Time	The estimated time at which the aircraft will start movement associated with departure(ICAO).
ERR	Error Message	
ERZT	Estimated Ready for De-icing Time	The estimated time when the aircraft is expected to be ready for de-icing operations
ETDF	Estimated Time over Departure Fix	
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.
ETOF	Estimated Time over Fix	

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.
Eurocat-C	System zur Luftlagedarstellung	
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.
FBO	Flughafenbenutzungsordnung	Airport User Regulation
FDPS	Flight Data Processing System	Fraport system used for Airside Operations
FFU	Flugfunktion	Fraport Flugdatenattribut (Flight data attributes)
FG	Functional Group	
FIDS	Flight Information Display System	
FIR	Flight Information Region	
FLS	Flight Suspension message	Standard message sent from NMOC to suspend flight plan OBT
FLT	Flight	
FMP	Flow Management Position	Provides a vital flow of information from their operational ATC Unit to the NMOC about the current situation within their ACC and the operational situation at the airport.
FPL	Filed Flight Plan	ICAO derived flight plan
FRA	Frankfurt Airport	IATA 3 Letter Code
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 NMOC to a CDM Airport providing an ELDT, ETO and flight level at the last point of route.



GAT	General Air Traffic	
GAT	General Aviation Terminal	
GH	Ground Handler	Company responsible for handling of aircraft during turn-round at the airport.
GHD	Ground Handler Responsibility	Aircraft in the responsibility of ground handler (between On-Block and Off-Block)
GHE	Groundhandling End	A-CDM@FRA process status
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.
HOT	Handover to Tower	
HOT	Hold Over Time	
ICAO	International Civil Aviation Organisation	
ICP	Deicing on Stand	A-CDM@FRA process status
ICR	Deicing on pad	A-CDM@FRA process status
IDF-List	Inactiv departure flight-List	Internal list of FDPS system
IFPS	Integrated Initial Flight Plan Processing System	A system of the NMOC designed to rationalize 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	
LAN	Landed	A-CDM@FRA process status
LoA	Letter of Agreement	
LVP	Low Visibility Procedures	
MACS	Multi Access Control System	System for the use of gate and boarding handling
MAP	Missed Approach	A-CDM@FRA process status
MDI	Minimum Departure Interval	
MOT	Manually entered TOBT	A-CDM@FRA process status

MoU	Memorandum of Understanding	
MST	Milestone	
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	Standardized IATA format message, sent via SITA to destination airport, AO and other recipients, containing departure data of a flight
NOI	Deicing cancelled (no Deicing)	A-CDM@FRA process status
NMOC	Network Manager Operations Centre (formerly known as CFMU)	Network Manager Operations Centre (NMOC), Brussels – A Central Management Unit operated by EUROCONTROL. (ICAO Doc7754, Volume I, Part V.III, paragraph 3)
OAT	Operational Air Traffic	
OBR	Off-Block Request	A-CDM@FRA process status
OCD	Operational Concept Document	
OFB	Off-Block	A-CDM@FRA process status
OFR	Off-Block for Remote Holding	A-CDM@FRA process status
ONB	On Block	A-CDM@FRA process status
ORGN	Originator	
PAX	Passengers	
PBG	Push Back Given	A-CDM@FRA process status
PBR	Push Back Requested	A-CDM@FRA process status
PIC	Pilot In Command	
PL	Platzlotse	Air Traffic Controller on the Tower
PMP	Project Management Plan	
POS	Parkingposition	
RDY	Aircraft Ready	A-CDM@FRA process status
REA	Ready message	
REG	Aircraft Registration	



REJ	Rejection message	
RFO	Remote Off Block	A-CDM@FRA process status
RFP	Replacement Flight Plan	
RIBT	Remote In-Block Time	The time that an aircraft arrives at its parking position for remote holding.
RMH	Remote Holding	
RMS	Ressource Management System	Fraport Ressource Management System for allocation of Positions and Gates
RNB	Remote On Block	A-CDM@FRA process status
ROBT	Remote Off-Block Time	The time that an aircraft leaves its parking position for remote holding.
RPL	Repetitive ATC flight plan	
RTOT	Requested Take Off Time	Time the AO wants to depart (TOBT + EXOT)
RTS	Return to Stand	
RWY	Runway	
SAM	Slot Allocation Message	
SBY	Standby	A-CDM@FRA process status
SCZT	Sequenced Commencement of Deicing Time	Time calculated by sequencer system
SEQ	Sequenced	A-CDM@FRA process status
SES	S-East-Sierra Verfahren	
SGT	Standard Ground Time	
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	NMOC Slot Issue Time	The time when the NMOC issues the SAM(Slot Allocation Message). This is normally two hours before EOBT.
SITA	Société Internationale de Télécommunication Aéronautique	

SLA	Service Level Agreement	
SLC	Slot Cancellation message	Standard message from NMOC sent when flight regulations are canceled
SMS	Short Message Service	Via Cellphone
SOBT	Scheduled Off-Block Time	The time that an aircraft is scheduled to depart from its parking position.
SRE	Sammelraum	Fraport Data for Gate
SRM	Slot Revision Message	Standard message from NMOC sent when flight regulations are revised
SSR	Secondary Surveillance Radar	
STAR	Standard Arrival Route	
STD	Scheduled Time of Departure	
STOT	Sequenced Take Off Time	Time calculated by sequencer system
STTT	Scheduled Turn-round Time	Metric SOBT - SIBT
STW	Slot Tolerance Window	CTOT -5 / +10 minutes
SUG	Start Up Given	A-CDM@FRA process status
SUR	Start Up Requested	A-CDM@FRA process status
TBD	To Be Defined	
TDP	Target DPI sended to NMOC	A-CDM@FRA process status
T-DPI	Target - Departure Planning Information message	This DPI message is sent from the CDM Airport to the NMOC (ETFMS) notifying the Target Take Off Time (TTOT).
TE	Terminated	FUM status
TFDPS	Tower Flight Data Processing System	Operational Tower system
TFO	Take Off from outstation	A-CDM@FRA process status
TIBT	Target In-Block Time	
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.
TMA	Terminal Manoeuvring Area	
TMI	Thirty Minutes Inbound	The time at which the DFS-AMAN delivers ARCID, ARCTYP and ELDT to the Fraport-FDPS
TMO	Ten Minutes Out	A-CDM@FRA process status (ELDT – 10min)
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
TOP	Tow on Position	A-CDM@FRA process status
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
TTDF	Target Time over Departure Fix	
TTOF	Target Time over Fix	
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	
TWY	Taxiway	
TXG	Taxi Given	A-CDM@FRA process status
TXR	Taxi Requested	A-CDM@FRA process status
TYP	Aircraft Type	
UI	User Interface	
VDZ	Verkehrsdatenzentrale	Fraport Airport Traffic Data Center
VFR	Visual Flight Rules	





VK	Vorfeldkontrolle	Fraport Apron Control
vs.	Versus	
VTOT	Virtuelle Take Off Time	Internal system time calculated by sequencer system for TSAT generation
VTTC	Variable Taxi Time Calculation	
VZ	Verkehrszentrale	Fraport Airport Traffic Center
WBS	Work Breakdown Structure	
WP	Work Package	