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A-CDM INFORMATION SHARING (ACIS) SYSTEM PHRASEOLOGY

Introduction

As A-CDM brings stakeholders together as part of the procedures and collaboration, it is of highest importance to implement common acronyms and definitions that are agreed and understood by all. Furthermore, it is important that implementations strive for harmonization with respect procedures, roles and responsibilities as well as having common understanding of terminologies and use of the same phraseology.

A-CDM implementation must ensure the generation of a single set of acronyms and definitions, reconciling sometimes diverging denominations. The various actors employ language elements that are specific to their domain of activity. A-CDM, relying on enhanced information exchanges, naturally leads all participants to agree on a common denomination.

As an example, “arrival time” to an air traffic controller (ATCO) could mean at the point of touchdown, whereas for an airline or ground handling agencies “arrival time” may be understood as the time when an aircraft is at the gate. This disparity in a common definition of terms leads to a lack of shared awareness and clarity of the operational picture, which can lead to confusion and result in increased inefficiencies.

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1. A-CDM terminology

To ensure harmonization not only at the local airport level in an A-CDM implementation but at the regional level the following A-CDM acronyms and definitions, aligned with ICAO agreed definitions and acronyms, and are highly recommended to be adopted as part of an A-CDM implementation.

ACRONYMS	DEFINITION	EXPLANATION
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)
AEGT	Actual End of Ground Handling Time	The time when ground handling on an aircraft end
AGHT	Actual Ground Handling Time	The total duration of the ground handling of the aircraft. Metric AEGT - ACGT
AIBT	Actual In-Block Time	The time that an aircraft arrives in-blocks
ALDT	Actual Landing Time	The time that an aircraft lands on a runway.
AOBT	Actual Off-Block Time	Time the aircraft pushes back /vacates the parking position
ARDT	Actual Ready Time	When the aircraft is ready for start-up/push back or taxi immediately after clearance delivery, meeting the requirements set by the TOBT definition
ASAT	Actual Start Up Approval Time	Time that an aircraft receives its start-up approval
ASBT	Actual Start Boarding Time	Time passengers are entering the bridge or bus to the aircraft
ASRT	Actual Start Up Request Time	Time the pilot requests start up clearance
ATOT	Actual Take-Off Time	The time that an aircraft takes off from the runway.
ATTT	Actual Turnaround Time	Time taken to complete turnaround. Metric: AOBT – AIBT
AXIT	Actual Taxi-In Time	Time taken to taxi to stand after landing Metric: AIBT – ALDT
AXOT	Actual Taxi-Out Time	Time taken from pushback to take-off Metric: ATOT – AOBT
CTOT	Calculated Take-Off Time	A time calculated and issued by the appropriate air traffic management unit as a result of tactical slot allocation, at which a flight is expected to become airborne

ACRONYMS	DEFINITION	EXPLANATION
EIBT	Estimated In-Block Time	The estimated time that an aircraft will arrive in-blocks **NOTE –** This can sometimes be referred to as Estimated Time of Arrival (ETA) by Aircraft Operator. It is important to clarify the ETA in relation to EIBT and ELDT
ELDT	Estimated Landing Time	The estimated time that an aircraft will touch-down on the runway **NOTE –** This can sometimes be referred to as Estimated Time of Arrival (ETA) by ATC. It is important to clarify ETA in relation to EIBT and ELDT
EOBT	Estimated Off-Block Time	The estimated time at which the aircraft will start movement associated with departure; also associated with the time filed by aircraft operator in the flight plan
ETOT	Estimated Take-Off Time	The estimated take-off time taking into account the EOBT plus EXOT.
ETTT	Estimated Turnaround Time	The time estimated by the AO/GHA 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 other activity prior to take off
MTTT	Minimum Turnaround Time	The minimum turnaround time agreed with an AO/GHA for a specified flight or aircraft type
SIBT	Schedule In-Block Time	The time that an aircraft is scheduled to arrive at its first parking position
SOBT	Schedule Off-Block Time	The time that an aircraft is scheduled to depart from its parking position; associated with airport slot allocated **NOTE –** this is typically referred to as Scheduled Time of Departure (STD) by the Aircraft and Airport Operators

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ACRONYMS	DEFINITION	EXPLANATION
TOBT	Target Off-Block Time	The time that an Aircraft Operator or Ground Handling Agent 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 control tower.
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.
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
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

Note: SID (Standard Instrument Departure) are published flight procedures followed by aircraft on an IFR flight plan immediately after take-off from an airport

2. A-CDM Phraseology

To ensure harmonization with respect to procedures, roles and responsibilities, it is important that the air partners use the same phraseology.
Note: Each airport will amend this section by adding local procedures, as necessary, to reflect the local practices.

The airport collaborative decision-making (A-CDM) start-up and push-back procedures are based on the existing Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) start-up time procedures contained in its paragraph 7.4.1.1. The corresponding phraseology remains unchanged as follows:

STARTING PROCEDURES (ground crew/cockpit)

a) [ARE YOU] READY TO START UP?

*b) STARTING NUMBER (engine number(s)).

Note 1.— The ground crew should follow this exchange by either a reply on the intercom or a distinct visual signal to indicate that all is clear and that the start-up as indicated may proceed.
Note 2.— Unambiguous identification of the parties concerned is essential in any communications between ground crew and pilots.
* Denotes pilot transmission.

PUSHBACK PROCEDURES (ground crew/cockpit)

a) ARE YOU READY FOR PUSHBACK?;

*b) READY FOR PUSHBACK;

c) CONFIRM BRAKES RELEASED;

*d) BRAKES RELEASED;

e) COMMENCING PUSHBACK;

f) PUSHBACK COMPLETED;

*g) STOP PUSHBACK;

h) CONFIRM BRAKES SET;

*i) BRAKES SET;

*j) DISCONNECT;

k) DISCONNECTING STAND BY FOR VISUAL AT YOUR LEFT (or RIGHT).

Note.— This exchange is followed by a visual signal to the pilot to indicate that disconnect is completed and all is clear for taxiing.

* Denotes pilot transmission