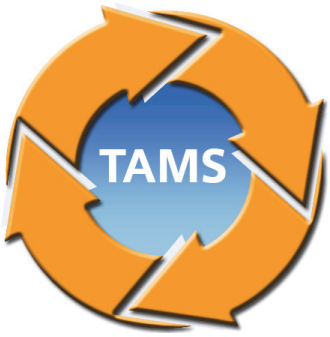
Released Public Version

TAMS



Supported by:

on the basis of a decision
by the German Bundestag

Glossary

Identification

Version	**1.0.1**
Status	**final**
Date	**2012-09-26**

Gefördert durch:

aufgrund eines Beschlusses
des Deutschen Bundestages

Contents

1 Introduction

This document contains the list of acronyms, abbreviations and terms commonly used in the partnership project Total Airport Management Suite (TAMS). It serves as the unique binding reference for terminology used in *written* documents on behalf of the TAMS Partnership.

1.1 Scope

The TAMS glossary consists of three online lookup tables, accessible through the TAMS Teamsite server hosted by the TAMS partner German Aerospace Center, DLR. The three parts of the glossary are reproduced in this document as follows:

1. "Glossar Flugabwicklung" [1] in chapter 2, "Airport and Air Traffic";
2. "Glossar Projektbegriffe" [2] in chapter 3, "TAMS Terminology", and
3. "Glossar Slots" [3] in chapter 4, "Slots".

1.2 Document Maintenance

The TAMS partners accept the online glossary ([1], [2], and [3]) as the principal reference for day-to-day working. However, it is not subject to version control, and it is therefore not eligible for written documents that refer to it. This document reproduces a glossary state that is reviewed once per iteration by the TAMS partners, where each finalized review corresponds to an unambiguous document version.

2 Airport and Air Traffic

Abbreviation	Meaning	Definition	Source
3D S-Trajectory	3 Dimension Surface Trajectory (2D + Time)	Time depended function described by x- and y-coordinate on a surface.	TAMS_ITS-V2_0a
4D Trajectory	4 Dimension Trajectory (3D + Time)	Time depended function described by x-, y- and z-coordinate in space.	TAMS_ITS-V2_0a
A/C	Aircraft		[4]
AAM	Aiport Airside Model		
ACARE	Advisory Council for Aeronautics Research in Europe		ACARE
ACARS	Aircraft Communica-tions Addressing and Reporting System		[5]
ACC	Area Control Centre		
A-CDM	Airport – Collaborative Decision Making		ETSI, EUROCONTROL
ACGT	Actual Commencement of Ground Handling Time	Former AGHT	
ACH	ATC Flight Plan Change		
ACI	Airports Council Inter-national		
ACIS	Airport CDM Informati-on Sharing		

ACISP	Airport CDM Information Sharing Platform		
ACK	Acknowledgement message		
ACZT	Actual Commencement of De-icing Time	The time when de-icing operations on an aircraft starts	
ADC	Airport Data Center	20090415 PRE Treffen	Siemens, Meier
ADEP	Aerodrome of Departure		
ADES	Aerodrome of Destination		
ADEXP	ATS Data Exchange Presentation	ADEXP provides a format for use primarily in on-line, computer to computer message exchange. ADEXP is a format, not a protocol.	
ADIT	Actual De-icing Time	AEZT – ACZT	
A-DPI	ATC-Departure Planning Information message	DPI message sent by the CDM-A to the CFMU (ETFMS) notifying the TTOT between ATC time of predeparture sequencing and ATOT	
AEGT	Actual End of Ground Handling Time	Time when ground handling ends might be equal to ARDT	EUROCONTROL
AETT	Actual End of Taxiing (Out) Time	Actual time, when Taxi-out is finished, i.e. the time when the aircraft reaches a specific geographic location at the runway holding area. For GIA the exact geographic locations for the runway holding areas will be defined by ATRiCS.	TAMS
AEZT	Actual End of De-icing	The time when de-icing op-	

	Time	erations on an aircraft end	
AFAT	Actual Final Approach Time		
AFIRT	Actual FIR Entry Time	Actual time when an arriving aircraft reaches the FIR Flight Information Region.	TAMS_ITS-V2_0a
AFTN	Aeronautical Fixed Telecommunication Network		
AGHT	Actual Ground Handling Time	Time duration of turn-around, including start-up	
AGL	Airfield Ground Lighting		TAMS_ITS-V2_0a
AIBT	Actual In-Block Time		
ALDT	Actual Landing Time		
AMAN	Arrival Manager		
ANS	Air Navigation Service		
ANSP	Air Navigation Service Provider		
AO	Aircraft Operator		
AOBT	Actual Off-Block Time		
AOC	Airline Operational Control (Centre)		
AODB	Airport Operational Data Base		
AOP	Airport Operations Plan		

APGT	Actual Passengers at Gate Time		TAMS
APIP	Airport Process Integration Platform		
APM	Airport Performance Management	System for monitoring and managing the performance of the airport.	
APOC	Airport Operation Centre		
APP	Approach Control Unit		EUROCONTROL
ARDT	Actual Ready Time (for Movement)	When the aircraft is ready for pushback immediately after clearance delivery (all doors are closed and the pushback tractor – ordered by the handling agent – is in position)	
ARR	Arrival		
ARDT	Actual Ready for De-icing Time	The time when the aircraft is ready to be de-iced	
ASAT	Actual Start- Up Approval Time	Time that an aircraft receives its Start up approval	
ASBT	Actual Start Boarding Time		
ASMA	Arrival Sequencing and Merging Area		
A-SMGCS	Advanced Surface Movement Guidance and Control System		
ASRT	Actual Start-Up Request Time		

ASSET	Aeronautic Study on Seamless Transport		
ATC	Air Traffic Control		
ATFCM	Air Traffic Flow and Capacity Management	Air Traffic Flow and Capacity Management (ATFCM). ATFM extended to the optimisation of traffic patterns and capacity management. Through managing the balance of Capacity and Demand the aim of ATFCM is to enable flight punctuality and efficiency according to the available resources with the emphasis on optimising the network capacity through collaborative decision making process.	
ATFM	Air Traffic Flow Management	Air Traffic Flow Management (ATFM) – A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that air traffic control capacity is utilized to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate air traffic services authority.	
ATM	Air Traffic Management		
ATMAP	ATM Airport Performance	The ATMAP Project was launched by the Performance Review Commission (PRC) of Eurocontrol with a view to developing a framework to review ANS performance at coordinated airports in consultation with aviation stakeholders.	Eurocontrol
ATOOT	Actual Take Off from Outstation Time		

ATOT	Actual Take Off Time	The time that an aircraft takes off from the runway. (Equivalent to ATC ATD– Actual Time of Departure, ACARS = OFF).	
ATRiCS	Advanced Traffic Solutions GmbH & Co. KG		ATRiCS
ATS	Air Traffic Services		
ATSP	Air Traffic Service Provider		
ATTC	Air Traffic Control Centre		
ATTT	Actual Turn-round Time	AOBT - AIBT	
ATWP	Airside Tactical Working Position	Working Position for the ATC-Agent within an APOC.	Barco
AXIT	Actual Taxi-In Time	AIBT - ALDT	
AXOT	Actual Taxi-Out Time	ATOT - AOBT	
BHS	Baggage Handling System		Präsentations Siemens (Inventarisierungsworkshop)
BMWi	Bundesministerium für Wirtschaft und Technologie (German Federal Ministry for Economics and Technology)		
BRS	Baggage Reconciliation System	Its main functions are: matching of passengers and bags for a given flight information about the current location of a bag information on missing or misrouted bags reliable automated interfaces to other systems like BTS and reflight systems	Präsentations Siemens (Inventarisierungsworkshop)

BTS	Bag Tracking System		Präsentations Siemens (Inventarisierungsworkshop)
BUC	Business Use Case		
CAP	Collaborative Airport Planning		
C-ATM	Cooperative Air Traffic Management		
CBA	Cost-Benefit Analysis		
CDAC	CDM in Adverse Conditions		
CDB	Central Data Base		
CDM	Collaborative Decision Making		
CDM-A	CDM Airport	An airport is considered as a CDM-A when the Airport CDM Information Sharing, Turnround process (Milestones Approach) and Variable Taxi Time Calculation Elements are applied at the airport	
C-DPI	Cancel - Departure Planning Information message	This message informs the CFMU that previously sent DPI is no longer valid.	
CFMU	Central Flow Management Unit	Central Flow Management Unit (CFMU), Brussels – A Central Management Unit operated by EUROCONTROL.	
CHG	Modification Message		
CHMI	Human Machine Interface (HMI) of Central Flow Management Unit		

	(CFMU)		
CNL	Flight Plan Cancellation		
CNS	Communication, Navigation, Surveillance		
COFU	Collaborative Management of Flight Updates		
CPSQ	Collaborative Predeparture Sequence		
CTOBT	Calculated Target Off-Block Time	Current proposal for the TOBT from the TMAN, not to be confused with the (confirmed) TOBT.	TAMS
CTOT	Calculated Take Off Time(CFMU)	Calculated Take-Off Time (CTOT) – A time calculated and issued by the appropriate central management unit, as a result of tactical slot allocation, at which a flight is expected to become airborne in a defined slot tolerance window (defaults -5/+10 minutes).	
CTRP	CDM Turn-Round Process		
CWP	Controller Working Position		
DCS	Departure Control System		
DEP	Departure		
DES	De-suspension message		
DFS	Deutsche Flugsicherung GmbH		

DGS	Docking Guidance System		
DLA	Delay message		
DLR	Deutsches Zentrum für Luft- und Raumfahrt e.V. (German Aerospace Center)		
DMAN	Departure Manager		
DPI	Departure Planning Information message	(Message, see A-DPI, C-DPI, E-DPI,T-DPI)	
EADF	Eingangs- und Ausgangs-DatenFusion		FAMOUS
ECAC	European Civil Aviation Conference		
ECGT	Estimated Commencement of Ground Handling Time	The estimated time that the ground handling for an aircraft will be started.	
ECZT	Estimated Commencement of De-icing Time	The estimated time when de-icing operations on an aircraft are expected to start	
EDIT	Estimated De-icing Time	EEZT – ECZT	
E-DPI	Early - Departure Planning Information message	First DPI message is sent from the CDM Airport to the CFMU (ETFMS) notifying the ETOT	
EET	Estimated Elapsed Time	The estimated time required to proceed from one significant point to another (ICAO)	
EETPT	Estimated Elapse Time over Point	Estimated time when the aircraft will reach a specific fix (e.g. STAR entry).	

EETT	Estimated End of Taxi-ing (Out) Time	Estimated time, when Taxi-out will be finished, i.e. the time when the aircraft will reach a specific geographic location at the runway hold-ing area. (see also AETT)	TAMS
EEZT	Estimated End of De-icing Time	The estimated time when de-icing operations on an air-craft are expected to end	
EFAT	Estimated Final Ap-proach Time		
EIBT	Estimated In-Block Time	The estimated time that an aircraft will arrive in blocks. (Equivalent to Air-line/Handler ETA –Estimated Time of Arrival).	
ELDT	Estimated Landing Time	The estimated time that an aircraft will touchdown on the runway. (Equivalent to ATC ETA –Estimated Time of Arrival = landing).	
EOBT	Estimated Off-Block Time	The estimated time at which the aircraft will commence movement associated with departure (ICAO). Fixed defined Field in ATC-Flight Plan. Information is available after ATC- Flight Plan sub-mission and will only be updated by FUM messages.	
E-OCVM	European Operational Concept Validation Methodology		
EPGT	Estimated Passengers at Gate Time		
ERDT	Estimated (Aircraft) Ready Time	The estimated time that an aircraft is ready for start-up and push-back.	

ERZT	Estimated Ready for De-icing Time	The estimated time when the aircraft is expected to be ready for de-icing operations	
ESAT	Estimated Start-Up Approval Time		
ESB	Enterprise Service Bus		
ESBT	Estimated Start of Boarding Time		
ETA	Estimated Time of Arrival	Earliest Time that an arriving aircraft will land on runway estimated on basis of radar data. (Other definitions for this time may exist e.g. In-block time)	
ETDF	Estimated Time at Departure Fix	Estimated time when a departing aircraft reaches the departure fix.	TAMS
ETFMS	Enhanced Tactical Flow Management System		
ETO	Estimated Time Over	The estimated time that an aircraft will reach (be over) the monitored fix.	
ETOT	Estimated Take Off Time	The estimated take off time taking into account the EOBT plus EXOT. (Equivalent to ATC ETD–Estimated Time of Departure).	
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	
EU	European Union		

EUROCAE	European Organization for Civil Aviation Electronics (regulatory agency for certifying aviation electronics in Europe)		
EUROCAE WG-69	Workgroup of EUROCAE for the standardisation of CDM		
EXIT	Estimated Taxi-In Time	The estimated time between landing and in-block	
EXOT	Estimated Taxi-Out Time	The estimated time between off-block and take off	
FAMOUS	Future Airport Management Operation Utility-System		
FDPS	Flight Data Processing System		
FG	Functional Group		
FIDS	Flight Information Display System		
FIR	Flight Information Region		
FLS	Flight Suspension message		
FMP	Flow Management Position		
FMS	Flight Management System		
FP	Flight Plan		
FPL	Filed Flight Plan		ICAO

FRD	Functional Requirements Document	z.B. Eurocontrol's FRD for A-CDM	
FSA	First System Activation		
FUM	Flight Update Message	A FUM is sent from the CFMU to a CDM-A providing an ELDT, ETO and Flight Level at the last point of route.	
GAT	General Air Traffic		
Gate	Position for boarding of passengers within a terminal	A gate normally consists out of a waiting room and one or more counters for boarding of passengers. A gate is either physically connected to a stand through a finger (gate positions) or virtually connected with a certain position at the apron which might vary from flight to flight.	
GH	Ground Handler		
GIA	Generic International Airport	Example airport used in TAMS for Simulation and Validation purposes.	
HMI	Human Machine Interface		
IAF	Initial Approach Fix		
IATA	International Air Transport Association		
ICAO	International Civil Aviation Organization		
IDD	Interface Document Description		

IFPS	Integrated Initial Flight Plan Processing System	Integrated Initial Flight Plan Processing System (IFPS) – A system of the CFMU designed to rationalise the reception, initial processing and distribution of IFR/GAT flight plan data related to IFR flight within the area covered by the participating States.	
IFR	Instrument Flight Rules		
IT	Information Technology		
KPA	Key Performance Area	e.g. SESAR defined 11 KPA for improvement: Capacity, Effectiveness, …	
KPI	Key Performance Indicator		
LBI	Left Behind Index		
LEP	Logistic Execution Platform		Hensler: Siemens Präsentation Integrationsplattform, Inventarisierungsworkshop
LTLDT	Latest Target Landing Time	The latest time for touch-down of an arrival for which the concatenated departure is predicted to be able to leave on-time (e.g. meet its slot).	TAMS_ITS-V2_0a
LoA	Letter of Agreement		
LoS	Level of Service		
LT	Local Time		
LVP	Low Visibility Procedures		
MET	Meteorological Information Service		Episode 3

MoU	Memorandum of Under-standing		
MST	Milestone	In context of A-CDM and TAMS this indicates an A-CDM milestone.	
MTTT	Minimum Turn-round Time	The minimum turn-round time agreed with an AO/GH for a specified flight or air-craft type.	
MVT	Movement message		
NOP	Network Operation Plan		
OAT	Operational Air Traffic		
OBT	Off-Block Time		
OC	Operation Centre		
OCD	Operational Concept Document		
OCD / Co-nOps	Operational Concept Document (OC provided by the OATA project)		
QoS	Quality of Service		TAM OCD
QoSC	Quality of Service Contract		TAM OCD
OS	Operational Scenario		
Pax	Passengers		
PDS	Pre-Departure Sequen-cing		

PosW	Possibility Window		
PRC	Performance Review Commission		
PrefW	Preference Window		
PRM	Persons with Reduced Mobility		
REA	Ready message		
REJ	Rejection message		
RFP	Replacement Flight Plan		
RPL	Repetitive Flight Plan		
RWY	Runway		
SAD	System Architecture Document		TAMS
SAM	Slot Allocation Message		
SES	Single European Sky		
SESAR	Single European Sky ATM Research		
SGMAN	Stand and Gate Manager		
SIAMOS	Siemens Airport Management and Operating Suite		Siemens
SIBT	Scheduled In-Block Time	The time that an aircraft is scheduled to arrive at its parking position.	

SID	Standard Instrument Departure (Route)		
SIT1	CFMU Slot Issue Time	The time when the CFMU issues the SAM (Slot Allocation Message). This is normally two hours before EOBT.	
SITA	Société Internationale de Télécommunications Aéronautiques		
SLA	Service Level Agreement		
SLC	Slot Cancellation message		
SMAN	Surface Manager		
SOBT	Scheduled Off-Block Time	The time that an aircraft is scheduled to depart from its parking position.	
SRA	Strategic Research Agenda		
SRM	Slot Revision Message		
SSR	Secondary Surveillance Radar		
STA	Scheduled Time of Arrival	Planned (e.g. by AMAN) Landing Time of an aircraft at the runway.	
Stand	Position at the apron for parking an aircraft	A stand is a pre-defined parking position for an aircraft at the airport. It might be located directly at a terminal and be physically connected via a finger with a gate or it might be a position somewhere at the apron. Further larger aircrafts might occupy two stands at the	

		same time.	
STAR	Standard Arrival Route		
STO	Scheduled Time Over	The scheduled (planned) time that an aircraft will reach (be over) the monitored fix.	
STTT	Scheduled Turn-round Time	SOBT - SIBT	
STW	Slot Tolerance Window	Defines the tolerance window around the CTOT (CFMU slot)	
SWIM	System Wide Informati-on Management		
SYRD	System Requirements Documentation		
TAM	Total Airport Manage-ment		
TAMS	Total Airport Manage-ment Suite		
TBD	To Be Defined		
T-DPI	Target - Departure Planning Information message	This DPI message is sent from the CDM-A to the CFMU (ETFMS) notifying the Target Take Off Time (TTOT)	
TITAN	Turnaround Integration in Trajectory And Net-work		
TLDT	Target Landing Time	Planned (e.g. by AMAN) arrival time of an aircraft at the runway. Used in TAMS as synonym for STA.	TAMS_ITS-V2_0a

TMA	Terminal Manoeuvring Area		
TMAN	Turn Around Manager		
TMO	Ten Miles Out / Twelve Minutes Outer Bound	Definition may change from airport to airport. Relevant for TAMS: After reaching the TMO the arriving aircraft is in its final approach phase (on final).	
TOAT	Target Off-Block Approval Time	The TOAT is a time, taking into account TSAT and the traffic situation, that an aircraft can expect to push back (when start up and pushback are issued separately)	
TOBT	Target Off-Block Time	The time that an aircraft operator / handling agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle present, ready to start up / push back immediately upon reception of clearance from the TWR The TOBT is determined from the analysis of the actual aircraft operational status, Ground Handling Agents' internal turnaround milestones1, airport operational situation, and airline operations centres' operational decisions.	
TOP	Total Operations Planner		
TSAT	Target Start-Up Approval Time	The time provided by ATC taking into account TOBT, CTOT and/or the traffic situa-	EUROCONTROL

[1] The internal turnaround milestones are associated with the following activities: aircraft in-block; passengers disembarkation; baggage, mail, and freight unloading, cleaning, catering, fuelling, baggage, mail and freight loading, passenger boarding, aircraft ready, etc. The TMAN calculates these milestones and displays them on his GUI.

		tion that an aircraft can expect to receive start up / push back approval (when start up and push back are issued together).	
TTOT	Target Take Off Time	The Target Take Off Time taking into account the TSAT / TOAT plus the EXOT.	EUROCONTROL
TWR	Aerodrome Control Tower		
TWY	Taxiway		
UC	Use Case		
UI	User Interface		
UTC	Universal Time Coordinated		
UUID	Universal Unique ID		TAMS_ITS-V2_0a
VIP	Very Important Person		
VFR	Visual Flight Rules		
VTT	Variable Taxi Time		
VTTC	Variable Taxi Time Calculation		
WBS	Work Breakdown Structure		
WP	Work Package		
WTC	Wake Turbulence Category		
WVC	Wake Vortex Category		

xMAN	all kinds of tactical airport systems e.g. AMAN, SMAN, TMAN, DMAN		

3 TAMS Terminology

Term	Definition
Airport Operations Plan - AOP	The Airport Operations Plan provides the common data set to be used by all major aircraft operator, airport, aerodrome ATC and ground handling processes. It contains applicable operational information which is continually refined as more accurate information becomes available. It facilitates the airport collaborative decision making process within the agreed performance framework. Airport performance monitoring in relation to the commonly agreed plan will be performed through direct access to the pertinent elements of the AOP. Source: Episode 3
AOP flight plan	The AOP flight plan contains all information for one arriving flight and his concatenated departure flight. If no concatenation exists the AOP flight plan contains only departure or arrival leg information.
AOP flight schedule	The AOP flight schedule is the list of all available AOP flight plans inside an AOP.
Assistenzsystem (Assistance System)	A system which assists persons involved in a business process in performing their tasks. According to Thomas B. Sheridan there are 10 levels of automation, starting with "manual" to "fully automatic". When using an assistance system the system acquires the information, analyses, transforms and displays the information and provides recommendations for decisions and actions. The decision or action is always approved and implemented (or declined) by a human, never by the assistance system.
ATC Flugplan (ATC flight plan)	Alternative Bezeichnung: Filed flight plan (FLP). Wird vom Piloten oder Repräsentanten vor Flugbeginn bei der Flugsicherung (ATC) aufgegeben.
Business Use Case	Abbreviation: BUC A structured form for describing Business Processes (and therefore also describing Operational Decision Processes) at the airport in a technology independent way. In contrast to the Use Case the main focus of the Business Use Case is on the description how persons involved and concerned are acting in order to achieve a certain goal. The activities are described without going into technical details or assuming a specific technology or technical implementation.
Detailed Planning	The detailed planning describes a planning process for flight events. The detailed plan contains process times for each flight event that are calculated on the basis of accurate and reliable estimated times, not on standard process durations (cf. rough planning). A detailed plan intends to be complete, reliable and robust.
Flughafen-flugliste (Airport flight schedule)	Alternative Bezeichnungen: Flughafen Flugplan, Airport flight plan, Airport schedule oder Stand plan. Flugliste des Airports, Airport bezogene Daten
Flugkettung	Alternative Bezeichnungen: Rotation, Flugverkettung, Concatenated flight und

(flight link)	Flight link. Wird von der ACISP ermittelt, falls nicht von der Airline bereitgestellt
Fluglinien-flugliste (Airline flight schedule)	Alternative Bezeichnungen: Airline flight plan und Airline schedule. Flugliste der Airline, enthält aktuelle Updates für jeden Flugplan.
Flugplan (flight plan)	Alternative Bezeichnungen: Einzelflugplan und Flight record. Einzelner konsolidierter Flugplan für eine Flugstrecke, der alle operativen Informationen eines Tages enthält. Updates werden eingearbeitet. Flugplan der AODB/ACISP/APIP
Functional Group	Abbreviation: FG Functional Groups are the A-CDM concept elements.
Geschäftsprozess (Business Process)	A business process describes a collection of related activities, which are performed step by step (but not necessarily in sequential order) to achieve a business goal. A business process may be part of another business process or may contain or trigger other business processes. Business processes often go beyond the barriers of structural departments or system boundaries and are a part of the process organisation of an airport.
Network Operations Plan - NOP	The Network Operations Plan works with a set of collaborative applications, the NOPLA applications, providing access to traffic demand, airspace and airport capacity and constraints and scenarios to assist in managing diverse events. The aim of the NOP is to facilitate the processes needed to reach agreements on demand and capacity. Source: SESAR
Operativer Entscheidungsprozess (Operational Decision Process)	Controlled procedure for making a decision as reaction to given facts. The process of making a decision comprises: collecting the given facts (capturing the current situation), identifying persons involved in decision making, rating and negotiation of possible alternatives, the decision itself and communication of the decision to all persons involved and concerned. In contrast to a strategic decision process, the decisions made here apply only on the tactical and pre-tactical time horizon. An operational decision process may be part of a Business Process.
Pre-Departure Sequencing (PDS)	The pre-departure sequence is the order that aircraft are planned to depart from their stands (push off-blocks) taking into account partners' preferences. Note: The pre-departure sequence can also be derived by a departure manager (DMAN), which calculates based on demand the take off time TTOT and derives the TSAT from the runway sequence.
Rough Planning	The rough planning describes a planning process for flight events. The rough plan contains process times for flight event that are calculated predominantly on the basis of scheduled times and standard process durations (cf. detailed planning). Therefore, a rough plan may be inexact, incomplete and instable.
Saison-Flugliste (Seasonal flight schedule)	Alternative Bezeichnung: Saisonflugplan, Seasonal flight plan (SFP) oder Flight schedule Time Table. Die Saison-Flugliste wird vor der jeweiligen Flugperiode als Ergebnis der zweimal im Jahr stattfindenden Slotkonferenz erstellt.

Time Phases	TAMS shall use following definition of Time Phase: Time Phases not in scope of TAMS: ○ Long Term Phase ▪ This phase encompasses the time horizon of several years until approximately 6 month before the day-of-ops. However, this phase is not scope of TAMS. ○ Medium Term Phase ▪ The Medium Term phase starts around 6 months prior the flight event and ends at [now -24] hrs. ▪ The time boundaries on performance and flow level for the Strategic Phase for TAMS extend from [now + 24hrs] (floating time interval) up to 6 months into the future and largely over-laps with the Medium Term Phase on event (flight) level.. Planning Phases in TAMS: ○ Pre-tactical Short Term Phase ▪ The Pre-tactical Short Term Phase begins with [now -24hrs] and ends with filing of the ATC flight plan (around [now – 3h]) for each particular flight. Based on the 4D-trajectory given by the ATC flight plan further planning like CFMU slot allocation can be executed. ▪ The time boundaries on performance and flow level for the Pre-Tactical Phase for TAMS extend from [now + 3hrs] up to [now + 24hrs] (floating time interval) and largely overlap with the Pre-Tactical Short Term Phase on event (flight) level. ○ Tactical Short Term Phase ▪ The Tactical Short Term Phase for a particular flight begins with filing of its ATC flight plan (around [now -3hrs]) and ends with issuing of TSAT for this flight (A-CDM milestone 10, at [EOBT/TOBT -45min]). ▪ The time boundaries on performance and flow level for the Tactical Phase for TAMS extend from now up to the pre-tactical phase ([now + 3hrs], floating time interval) and largely over-lap with the Tactical Short Term Phase and Trajectory Execu-tion Phase on event (flight) level. Reaction Phase in TAMS: ○ Trajectory Execution Phase ▪ This phase starts at the end of the Tactical Short Term Phase ([EOBT/TOBT -45min]) and ends if the flight finished his flight trajectory with the in-block at the destination airport ▪ There is no trajectory execution phase on performance and flow level. Analyse Phase in TAMS: ○ Post Flight

	▪ The post flight phase starts at the day after the day-of-ops and shall contain analysis of the processed flight. These analyses are generally important to optimise operational procedures continuously. Nevertheless, the TAMS operational concept document lays its focus on the collaborative airport planning process before event execution. ▪ Note: The Trajectory Execution Phase for an arriving flight might be defined through its ATOT (Actual Take-Off Time) at outstation. Afterwards procedures like "delay on ground" are no longer applicable and thus the influence of the APOC on this flight is limited.
Tools (Softwarewerkzeuge)	In the TAMS context a tool is a software application, which is used to achieve a specific goal in an efficient and effective way. Typically commercial off-the-shelf software or freeware is used to achieve the desired goal. In some cases the software may be parametrised or adapted to TAMS specific needs (if the software provides means for adaptations).
Turnaround plan	The turnaround plan is the operational plan by the Turnaround Manager. It includes all process information and process times, which are relevant to manage the turnaround and to calculate a reliable ERDT (estimated ready time).
Use Case	Abbreviation: UC A structured form for describing functionality provided by a system (optionally consisting of several subsystems) to a user or to other systems. In contrast to a Business Use Case the main focus is on the description, how a user interacts with the system in order to perform a specific task. Generally the Use Case is more detailed as a Business Use Case and is not limited to functionality which is visible to the outside of the system. The Use Case describes the flow of actions or operations by a sequence of essential steps, which are motivated by the problem to be solved and which are described independent of a specific implementation. The description of a Use Case may be semiformal i.e. using natural language and using a uniform template (called Use Case Template) or formally, i.e. using a defined syntax (e.g. UML) or in a combination of both.

4 Slots

Slots are used by the Air Traffic Management and Airports to allot scare resources like runway occupancy times and sector occupancy times according to the available capacity.

4.1 Airport Slot

An **Airport slot** is a time window allocated to an airline. Within this time window the airline is allowed to use the airport for starting or landing an airplane.

The number of available Airport slots depends upon the capacity of the airport: the capacity of the runway system, nature and duration of the passenger handling, weather conditions and times of no-fly zones / aircraft groundings. The amount of available Airport slots is defined through benchmarking systems and is allocated to airlines at the beginning of a flight plan period at the IATA slot conference (summer period of 30 weeks and winter period of 22 weeks).

The need for coordination of Airport slots depends on the correlation of existing demand with the available capacity. Full coordinated airports in Germany are Berlin, Düsseldorf, Munich and Frankfurt.

Short time requests for Airport slots that are needed e.g. for IFR GA flights, are submitted 1-2h before start/landing at coordinated airports in Germany to airport coordinators FHKD (http://www.fhkd.org/cms/).

VFR GA flights do not need a slot and are of no importance to A-CDM. But in TAMS they should be considered, because they are relevant for airports of medium size like Hamburg and Stuttgart.

Facts on VFR flights to be recognized:

1.) They do not need an ATC-flight plan (only international flights do need one).

2.) They do not need a slot!

3.) Normally, ATC Tower is informed about incoming VFR-traffic around 5min before the flight comes into the TMA.

4.) Before flight conduction, outgoing VFR-traffic is normally not known to ATC Tower.

5.) VFR-traffic can be expected for good weather (sight of 1km or more).

6.) VFR-traffic mostly consists out of small aircrafts that fly slow and need a long distance (WTC-separation) to bigger aircrafts.

Facts on IFR GA) flights to be recognized:

1.) no Airline as partner, may be one ground handler,

2.) ATC flight plan is known 1-2h before flight conduction.

3.) Are not factored in at the first calculation of the daily flight plan.

Slot allocation in Europe is regulated by the EU-Regulation (EWG) Nr. 95/93, that is supplemented by the EU Regulation (EG) 545/2009. International effective are the IATA Worldwide Scheduling Guidelines.

5 General Remarks

Project/Identification	Total Airport Management Suite	TAMS
Title of Document	Glossary	
Version and Status/Date	1.0.0 final	2012-09-25
State/Date of State	initialized on: 2010-02-11	
Date of First Version	2010-02-11	
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Customer	TAMS Partnership	

5.1 Referenced Documents

[No.]	Title / Identification / Version and Status	Company
[1]	Online glossary "Glossar Flugabwicklung", https://extsites.dlr.de/fl/TAMS/Lists/Abkuerzungen/AllItems.aspx	Host: German Aerospace Center (DLR)
[2]	Online glossary "Glossar Projektbegriffe", https://extsites.dlr.de/fl/TAMS/Lists/Glossar%20Projektbegriffe/AllItems.aspx	Host: German Aerospace Center (DLR)
[3]	Online glossary "Glossar Anwendungen", https://extsites.dlr.de/fl/TAMS/Lists/Glossar%20Anwendungen/AllItems.aspx	Host: German Aerospace Center (DLR)
[4]	Total Airport Management (Operational Concept & Logical Architecture), Version 1.0, 2006-10-31	EUROCONTROL & German Aerospace Center (DLR)
[5]	Airport CDM Implementation - The Manual, Oct. 2008	Airport Council Interantional (ACI), Eurocontrol, International Air Transport Association (IATA)

Table 1: Referenced Documents

Note:
The referenced documents are valid in the latest released version at the generation time of the document (or as indicated).

5.2 Revision History

Date	Transition Version + Status	Changes and Reason	Changed Chapters	Made by
2010-02-10	0.1.0 draft	First Version	All	M. Eisele, Barco Orthogon
2010-05-21	0.2.0 draft	Added definition for Stand, Gate, time phases in TAMS, detailed and rough planning	2 & 3	G. Spies, Barco Orthogon
2010-06-25	0.3.0 draft	Added flightplan related definitions, added chapter 5 "Slots"	3 & 5	G. Spies, Barco Orthogon
2010-08-13	0.4.0 draft	Added new acronyms	2	G. Spies, Barco Orthogon
2011-04-26	0.5.0 draft	Small changes	2 & 3	G. Spies, Barco Orthogon
2011-08-30	0.6.0 draft	Small changes	2	G. Spies, Barco Orthogon
2012-05-22	0.9.0 draft	Version for approval	all	G. Spies, Barco Orthogon
2012-09-25	1.0.0 final	No changes to 0.9.0	none	G. Spies, Barco Orthogon

Table 2: Revision History