A-CDM Alarms – Explained

During the entire A-CDM process alarms may be generated based on the following;

- Triggered based on data mismatch
- Triggered based on events
- Triggered based on calculations

Reporting channels for alerting messages to Aircraft Operators (AO) and Ground handlers (GH) are:

- Displayed within AOS
- Sent by email

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

The colour scheme of alert icons will let you know:

Whether the A-CDM process for a flight will immediately be

stopped or interrupted 🔴

the process continues but the existing conflicts have to be

solved 🟠

or

if they are warning messages that if ignored will lead to

consequences at a later time 🟡

A-CDM@DUB Alarms

🔴 CDM01 - No Airport Slot available, or Slot already correlated

🟠 CDM02 – SOBT vs. EOBT discrepancy

🟠 CDM03 – Aircraft Type discrepancy

🟠 CDM04 – Aircraft Registration discrepancy

🟠 CDM05 – Destination discrepancy

🟡 CDM07 – EIBT + MTTT discrepancy with EOBT

🟡 CDM07a – EIBT + MTTT discrepancy with TOBT

🟠 CDM08 – EOBT compliance Alert

🟠 CDM09 – Boarding not started

🔴 CDM10 – TOBT rejected or deleted

🟠 CDM11 – Flight not compliant with TOBT/TSAT

🔴 CDM13 – No ATC Flight Plan available

🔴 CDM14 – Automatic TOBT generation not possible

General layout of A-CDM alarms

Origin (DEP)/(ADEP) = (DUB)/(EIDW)

Alarm Number (CDMxx)

Flight ID (FLN)

Timestamp (DDMMYYHHMM) UTC

Inconsistency string (TEXT)

Action to take string (TEXT)

Consequences string (Note: TEXT)

CDM01 – No Airport Slot available, or Slot already correlated

Origin/Alarm/Flight Number/Timestamp

Airport Slot SOBT not available or Slot already correlated.

Immediate update of ATC Flight Plan (Flight No.) EOBT dd/mm/yyyy Time (UTC) or request new Airport Slot.

NOTE: THE AIRPORT CDM PROCESS WILL BE SUSPENDED UNTIL AN UPDATE IS RECEIVED.

There is an ATC Flight plan but no corresponding Airport Slot record.

ACDM Process will be stopped ➡️ Generate the Airport Slot through ACL.

CDM02 – SOBT vs. EOBT discrepancy

Flight Number/Alarm/Timestamp/Origin

ATC Flight Plan (CallSign/Flight Number) EOBT dd/mm/yyyy Time (UTC) is not consistent with Airport Slot SOBT dd/mm/yyyy Time (UTC).

Immediate update of Airport Slot or ATC Flight Plan EOBT needed.

The ATC flight plan time (EOBT) does not match up with the Airport Slot time(SOBT)

ACDM process will not be stopped ➡️ Update the EOBT or the SOBT accordingly.

CDM03 – Aircraft Type discrepancy

Flight Number/Alarm/Timestamp/Origin

Callsign/Flight Number, Aircraft Type inconsistency between ATC flight plan (Aircraft type) and Airport Database (Aircraft type).

Immediate update of ATC Flight Plan or Airport Database is needed.

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

Do the aircraft types match up in the ATC Flight Plan and the Airport Slot record

A-CDM process will not be stopped ➡ Update the Flight Plan or the Airport Slot record.

CDM04 – Aircraft Registration discrepancy

Flight Number/Alarm/Timestamp/Origin

(Callsign/Flight Number) Aircraft Registration inconsistency between ATC flight plan (Registration) and Airport Database (Registration).

Immediate update of ATC Flight Plan or Airport Database is needed.

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

Does the Registration on the ATC Flight Plan match up with the Airport Slot record?

A-CDM process will not be stopped ⟶ Update the ATC Flight Plan or the Airport Slot record

CDM05 – Destination discrepancy

Flight Number/Alarm/Timestamp/Origin

(Callsign/Flight Number). Destination inconsistency between ATC flight plan (Destination) and Airport Database (Destination)

Immediate update of ATC Flight Plan or Airport Database is needed.

NOTE: PLEASE CORRECT WITH ATC OR ACL.

Does the Destination on the ATC Flight Plan match up with the Airport Slot record?

A-CDM process will not be stopped via ACL. ➡️ Update the ATC Flight Plan or the Airport Slot record

CDM07 – EIBT + MTTT discrepancy with EOBT

Origin/Alarm/Flight Number/Timestamp

EIBT dd/mm/yyyy & Time (UTC) of inbound FLT ID (Callsign/Flight Number) + MTTT (minimum time to turn) XX (time supplied by airlines) is not consistent with outbound ATC Flight Plan (Callsign/Flight Number) EOBT dd/mm/yyyy & Time (UTC).

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 MAY BE DELAYED.

The EIBT (Estimated In Block Time) of the inbound flight plus the minimum turnaround time is greater than the ATC Flight Plan time(EOBT)

A-CDM process will not be stopped ⟶ Update the ATC Flight Plan time(EOBT)

CDM07a – EIBT + MTTT discrepancy with TOBT

Origin/Alarm/Flight Number/Timestamp

EIBT dd/mm/yyyy & Time (UTC) of inbound FLT ID (Callsign/Flight Number) + MTTT (minimum time to turn) XX (time supplied by airlines) is not consistent with outbound Flight ID (Callsign/Flight Number) TOBT dd/mm/yyyy & Time (UTC).

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 MAY BE DELAYED.

The EIBT (Estimated In Block Time) of the inbound flight plus the minimum turnaround time differs by more than 5 minutes of the TOBT

A-CDM process will not be stopped ⟶ Update the TOBT (Target Off Block Time)

CDM08 – EOBT Compliance Alert

Origin/Alarm/Flight Number/Timestamp

(Callsign/Flight number) received TOBT dd/mm/yyyy & Time (UTC) is out of ATC Flight Plan EOBT dd/mm/yyyy & Time (UTC) tolerance window.

Check outbound flight and TOBT and update if required.

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.

The TOBT and the ATC Flight time(EOBT) differ by more than 15 minutes.

A-CDM process will not be stopped ➡️ Update the Flight Plan time (EOBT)

CDM09 – Boarding not started

Origin/Alarm/Flight Number/Timestamp

Callsign/Flight Number at TOBT dd/mm/yyyy & Time (UTC), minus 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.

The boarding hasn't commenced at -10 minutes before the TOBT.

A-CDM process will not be stopped ➡️ Update the TOBT.

CDM10 – TOBT rejected or deleted

Origin/Alarm/Flight Number/Timestamp

(Callsign/Flight Number) TOBT was rejected or deleted.

New TOBT is required.

NOTE: THE AIRPORT CDM PROCESS IS SUSPENDED UNTIL A NEW TOBT IS RECEIVED

The 3 TOBT change limit has been reached so the TOBT will be removed/deleted or there is a delayed start-up or off-blocked request (TSAT -5/+5)

ACDM process will be stopped ⟶ A new TOBT is required to be input by the airline or handling agent.

CDM11 – Flight not compliant with TOBT / TSAT

Flight Number/Alarm/Timestamp/Origin

Flight (Callsign/Flight Number) not compliant with TOBT dd/mm/yyyy & Time (UTC) / TSAT dd/mm/yyyy & Time (UTC).

A new TOBT is required.

NOTE: THE AIRPORT CDM PROCESS MAY BE SUSPENDED UNTIL RECEIPT OF YOUR NEW TOBT.

No AOBT at ASAT +5mins or No ASRT at TOBT +5mins.

The aircraft didn't push back at the actual start-up approval time given by the ATC controller or the flight deck didn't request a start-up time at the Target off Block time.

A-CDM process will not be stopped ➡️ Update the TOBT.

CDM13 – No ATC Flight Plan available.

Flight Number/Alarm/Timestamp/Origin

(Callsign/Flight Number). The ATC flight plan is not available.

Submission of new ATC flight plan is needed.

NOTE: ATC FPL CFE77C HAS BEEN CANCELLED AND THE AIRPORT CDM PROCESS IS SUSPENDED.

There is no flight plan in the system.

ACDM process will be stopped ➡️ Submit a valid ATC Flight Plan

CDM14 – Automatic TOBT generation not possible

Flight Number/Alarm/Timestamp/Origin

(Callsign/Flight Number). The TOBT could not be automatically generated because it does not match with the associated CTOT dd/mm/yyyy & Time (UTC).

Manual input of TOBT is required.

NOTE: THE AIRPORT CDM PROCESS IS SUSPENDED UNTIL RECEIPT OF A VALID TOBT.

TOBT couldn't be automatically generated based on the latest turnaround times of the aircraft resulting in the automated TOBT not complying with CTOT.

The TOBT cannot be automatically generated for a regulated flight, because TOBT+EXOT is later than the slot tolerance window (CTOT+10)

ACDM process will be stopped   ⟶   Manual input of TOBT required.