



# AIRPORT COLLABORATIVE DECISION MAKING

- AIRPORT CDM MUNICH -

BRIEF DESCRIPTION  
- PROCESS DESCRIPTION -

Version 5



## Airport CDM München

---

Version: V 5.0  
Author: Airport CDM Team München  
Date: 5<sup>th</sup> JULY 2009

Number of pages: 39



**Airport CDM München**

---

**Contents:**

1.	General .....	5
1.1.	Purpose of the document .....	5
1.2.	General, definition and partners .....	5
1.3.	Objectives of Airport CDM .....	6
1.4.	Coordination with the CFMU .....	6
1.5.	Main characteristics of the procedure.....	7
2.	Procedure .....	8
2.1.	Overview on the procedure .....	8
2.2.	Combination of different flight information .....	9
2.2.1.	Airport slot discrepancy .....	9
2.2.2.	Airport slot missing .....	9
2.2.3.	Points of contact .....	9
2.2.4.	Early DPI — data exchange with the CFMU.....	10
2.2.5.	Target DPI — data exchange with the CFMU .....	11
2.2.6.	Flight update message (FUM) — data exchange with the CFMU .....	12
2.2.7.	Potential Airport CDM alerts .....	12
2.3.	Target off-block time (TOBT).....	13
2.3.1.	Automatically generated TOBT.....	13
2.3.2.	Person in charge of the TOBT .....	14
2.3.3.	TOBT inputs and adjustments .....	14
2.3.4.	Deviations of the TOBT from the EOBT .....	14
2.3.5.	TOBT deletion.....	15
2.3.6.	Cancel DPI — data exchange with the CFMU.....	15
2.3.7.	TOBT in the case of a change of aircraft.....	15
2.3.8.	TOBT reporting channels.....	16
2.3.9.	TOBT indication at positions with electronic display .....	18
2.3.10.	Potential Airport CDM alerts .....	18
2.4.	Target start-up approval time – TSAT .....	19
2.4.1.	Calculation of the TSAT .....	19
2.4.2.	TSAT reporting channels .....	20
2.4.3.	TSAT changes .....	20
2.4.4.	Target DPI "Sequenced" - data exchange with the CFMU .....	21
2.4.5.	Examples of the TSAT and DPI generation.....	22
2.4.6.	Changes within the sequence.....	23



**Airport CDM München**

2.4.7.	TOBT and TSAT handling in extreme situations .....	23
2.4.8.	Potential Airport CDM alerts .....	23
2.5.	Aircraft de-icing.....	24
2.6.	Start-up and push-back .....	25
2.6.1.	Datalink clearance - DCL.....	26
2.6.2.	Remote holding.....	26
2.6.3.	ATC DPI – data exchange with the CFMU .....	27
3.	Common situational awareness/information sharing .....	28
3.1.	SEPL dialogue.....	28
3.2.	WEASEL dialogue .....	29
3.3.	UDS page .....	31
3.4.	Display system of the CFMU – CFMU CHMI .....	32
3.4.1.	CFMU CHMI flight list .....	32
3.4.2.	CFMU CHMI flight data.....	33
3.4.3.	CFMU CHMI flight data.....	34
3.5.	Airport CDM alerting/information messages.....	35
3.5.1.	Contact address and information.....	35
3.5.2.	General aviation flights .....	35
3.5.3.	Airport CDM information messages.....	35
3.5.4.	CDM01: No airport slot available, or slot already correlated .....	35
3.5.5.	CDM02: SOBT vs EOBT discrepancy .....	36
3.5.6.	CDM03: Aircraft type discrepancy .....	36
3.5.7.	CDM04: Registration discrepancy .....	36
3.5.8.	CDM05: Destination discrepancy .....	36
3.5.9.	CDM07: EIBT + MTTT discrepancy with EOBT .....	37
3.5.10.	CDM07b: EIBT + MTTT discrepancy with TOBT.....	37
3.5.11.	CDM08: EOBT compliance alert.....	37
3.5.12.	CDM09: Boarding not started .....	37
3.5.13.	CDM10: TOBT rejected or deleted .....	37
3.5.14.	CDM13: No ATC flight plan available .....	38
3.5.15.	CDM14: Automatic TOBT generation not possible.....	38
4.	Publications.....	39
4.1.	Aeronautical information publication (AIP) .....	39
4.2.	Airport user regulations .....	39
5.	Persons in charge of the process/points of contact .....	39



**Airport CDM München**

**1. General**

**1.1. Purpose of the document**

This document describes the Airport Collaborative Decision Making (CDM) procedure in Munich and is to be understood and used as a basis for the different partners, such as ground handling agents and Airline OCC.

Together with the publications about Airport CDM (Aeronautical Information Publication – AIP – Germany, Airport Regulatory Book – FBO – Munich), this document is to ensure that Airport CDM in Munich is handled optimally in the interest of all partners.

**1.2. General, definition and partners**


Airport CDM is an operational approach for the optimum handling of the turn-round process at the airport. It covers the period of time between the estimated off-block time (EOBT) -3hrs and take-off and is a coherent process from flight planning (ATC flight plan) to landing and the subsequent turn-round process on the ground before the next take-off.

European Airport CDM „Definition and Partners“



Airport CDM is an operational overall process (concept/procedure) supporting an optimized turnround process at an airport. It is basis for connection to the European ATM network

Airport CDM in Munich was developed by FMG and DFS. It is based on European Airport CDM

Airport CDM partners are:

ATC Tower		All Airlines and Ground handlers
Airport Apron Control Airport Traffic Ops Centre		European Air Traffic flow management (CFMU)

- Airport (CDM) - one operational process = ATC Flight plan / Arrival / Ground handling / Take Off
- Airport CDM procedure comprises the time period **EOBT-3hr** till **Take Off**

The one-year trial operations were integrated into regular operations on 7 June 2007, making Munich the first airport in Europe to implement Airport CDM as a standard procedure. Airport CDM at Munich Airport is based on the European Airport CDM and the knowledge gained from the preceding COB procedure in Munich.

The Munich airport operator FMG and DFS are contributing the practical experience and findings of operational services to the developments taking place at a European level.



## Airport CDM München

---

### **1.3. Objectives of Airport CDM**

Airport CDM aims at optimally utilising the available capacities and operational resources at the airport by increasing the efficiency of the individual steps of the turn-round process.

Airports can be integrated into the European ATM network through the exchange of reliable estimated arrival and departure times between Airport CDM and the Central Flow Management Unit (CFMU).

Airport CDM optimises operational cooperation between the following partners:

- Airport operator
- Airlines
- Handling agents
- Ground handling agents
- Air navigation service provider
- European air traffic flow management (CFMU)

### **1.4. Coordination with the CFMU**

Due to a fully automated data exchange with the Central Flow Management Unit (CFMU), landing and take-off times can be forecast in a timely and reliable manner and/or precisely calculated take-off times (CTOT) can be given, based on local target take-off times.

The following messages are used:

- Flight update message, FUM
- Early departure planning information message, E-DPI
- Target departure planning information message, T-DPI
- ATC departure planning information message, A-DPI

The basic procedures for cooperation between the airlines and/or DFS and the CFMU remain the same.

Furthermore, all estimated departure times are automatically transmitted to the CFMU during the turn-round process. In the case of delays caused by the airlines, the common CTOT allocation mechanisms apply. These allocation mechanisms are confirmed and/or refined via DPI messages. The CFMU determines and allocates the CTOT on the basis of these estimated departure times (DPI).



## Airport CDM München

---

### 1.5. Main characteristics of the procedure

The main characteristics of Airport CDM are:

- **Transparency of the process**  
Common situational awareness is guaranteed for all partners
- **Airport CDM is a common operational process**  
ATC flight plan/landing/turn-round process/take-off
- **Combination of the day of operations and schedule planning**  
Comparison and adjustment of the ATC flight plan, airport slot and airport flight data
- **Feasibility of the turn-round process**  
Combination, check and adjustment of linked arrivals and departures
- **Use of the target off-block time as the target time for "Aircraft ready"**  
TOBT = Airline commitment
- **Use of variable taxi times – VTT (EXOT=Remaining Time – RMT –)**  
Calculation of all target times, taking account of the position, runway-in-use and current landing direction
- **Introduction of the target start-up approval time**  
The TSAT, resulting from the TOBT, EXOT, CTOT (if regulated) and the actual operational capacity, provides the basis for the pre-departure sequence and the latest point of time at which the start-up approval can be expected.  
TSAT = Airport CDM commitment
- **Procedure adherence**  
Start-up approvals/push-back clearances are issued taking the TOBT and TSAT into account.
- **"Linking the airport into the network"**  
High-quality forecasts for inbound and outbound air traffic by means of an automated data exchange with European ATFM (CFMU)

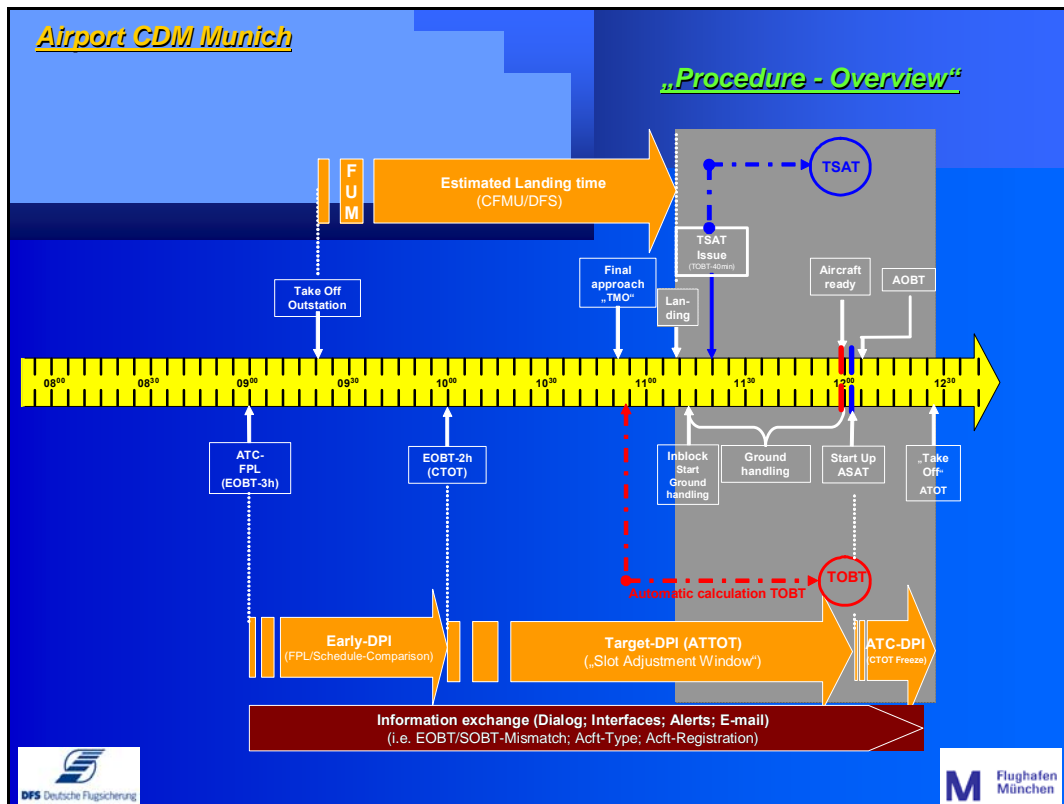


Airport CDM München

2. Procedure

2.1. Overview on the procedure

This chart depicts the scope of the Airport CDM procedure at Munich Airport from the time of ATC flight plan activation (EOBT -3h) to take-off. The orange arrows depict the data transfer with the CFMU, the brown arrow shows the exchange of information via interfaces, dialogue systems, e-mail etc. with the relevant aircraft operator and/or handling agent with regard to potential adjustments which may become necessary.



The main aspects of the procedure are sub-divided and described as follows:

- **Combination of different flight information** – section 2.2
- **Target off-block time** – section 2.3
- **Target start-up approval time** – section 2.4
- **Aircraft de-icing** – section 2.5
- **Start-up and push-back** – section 2.6



## Airport CDM München

### **2.2. Combination of different flight information**

The Airport CDM procedure begins with the transmission of the ATC flight plan to the Airport CDM Portal (airport operator data base).

The ATC flight plans, the flight data submitted to the airport as well as the airport slots (SOBT) included therein are combined, correlated and compared. In particular, the focus is on:

- combining inbound and outbound flights
- comparing the airport slot (SOBT) for the outbound flight

This comparison is usually made at the EOBT -3hrs. If the ATC flight plan is filed at a later stage, the commencement of the Airport CDM procedure is postponed to this time.

#### **2.2.1. Airport slot discrepancy**

If no airport slot is available or if the SOBT deviates from the estimated off-block time (EOBT), the contact person of the airline is advised to adjust the times accordingly.

#### **2.2.2. Airport slot missing**

If no airport slot is available at the time of the expected conduct of the flight, the flight cannot be sequenced and thus not handled or conducted.

#### **2.2.3. Points of contact**

The FMG traffic operation centre is in charge of the activities concerning the combination of different flight information.



## Airport CDM München

### 2.2.4. Early DPI — data exchange with the CFMU

An early departure planning information message (E-DPI) is generated and transmitted to the CFMU for flight plans validated in accordance with the sections mentioned above (airport slot available).

Flights with an E-DPI are marked in the CFMU system as flights from a CDM airport and are then considered accordingly in further processing (e.g. optimised CTOT allocation in accordance with the local target times).

#### Example of the early DPI

- TITLE DPI
- DPISTATUS EARLY
- ARCID DLH3354
- ADEP EDDM
- ADES LTBA
- EOBT 1825
- EOBD 090105
- TTOT 1844
- SOBT 1825
- SID CHIEM4S
- TAXITIME 0019
- ARCTYP A320
- REG DAIPU
- ORGN EDDMYDYE

Combination of different flight Information  
1. Early DPI towards CFMU



## Airport CDM München

### 2.2.5. Target DPI — data exchange with the CFMU

As a rule, a T-DPI with the status "Target" is generated two hours before the EOBT for all flights for which an E-DPI has been generated. The T-DPI is transmitted to the CFMU in the same way as the E-DPI.

The T-DPI is used to transmit a target take-off time (TTOT) to the CFMU. The T-DPI opens a so-called slot adjustment window within which the CTOT is adjusted to the relevant reported TTOT in the best possible manner.

If the TTOT is changed by five minutes or more, if taxi times are adjusted by three minutes or more or if the SID, aircraft type or registration is changed, a new T-DPI is generated and transmitted to the CFMU.

Example of the target DPI:

- TITLE DPI
- DPISTATUS TARGET
- ARCID DLH3354
- ADEP EDDM
- ADES LTBA
- EOBT 1825
- EOBD 090105
- TTOT 1844
- SID CHIEM4S
- TAXITIME 0019
- ARCTYP A320
- REG DAIPU
- ORGN EDDMYDYE

Combination of different flight Information  
1. Target DPI towards CFMU



## Airport CDM München

### 2.2.6. Flight update message (FUM) — data exchange with the CFMU

Flight update messages (FUM) are received for flights to Munich Airport (inbound). The following operational events trigger the transmission of an FUM:

- Estimated landing time (ELDT) minus 3 hours
- Modification of the ELDT by 5 minutes or more (parameter 5 - 15 minutes)
- Changes to the ETFMS status, e.g. suspension of a flight.

The FUM provides an ELDT in advance which allows the system to compare the inbound with the outbound flight plan, i.e. the EIBT with the EOBT.

If the calculated EIBT is later than the EOBT of the linked outbound flight plan, the contact person of the airline is notified accordingly. It is expected that the relevant times (delay message - DLA -) or the outbound flight plan (change of aircraft – CHG – or flight plan cancellation – CNL – and new flight plan) will be adjusted in a timely manner.

Furthermore, the ELDT of the FUM has strong effects on:

- optimum gate and position planning as well as further resources planning
- automatic TOBT generation
- further use of resources (e.g. ground handling)

### 2.2.7. Potential Airport CDM alerts

Potential Airport CDM alerts (information messages) concerning the combination of different flight information described in section 0 include:

<u>CDM 01</u>	<u>No airport slot available, or slot already correlated</u>
<u>CDM 02</u>	<u>SOBT vs EOBT discrepancy</u>
<u>CDM 03</u>	<u>Aircraft type discrepancy</u>
<u>CDM 04</u>	<u>Registration discrepancy</u>
<u>CDM 05</u>	<u>Destination discrepancy</u>
<u>CDM 07</u>	<u>EIBT + MTTT discrepancy with EOBT</u>
<u>CDM 08</u>	<u>EOBT compliance alert</u>
<u>CDM 13</u>	<u>No ATC flight plan available</u>

Details on the Airport CDM alerts are given in section 3.5.

Combination of different flight information  
Inbound information and Alerting



## Airport CDM München

### 2.3. Target off-block time (TOBT)

The TOBT is a point of time monitored and to be confirmed by the airline/handling agent at which the ground handling process is concluded, all aircraft doors are closed, all passenger boarding bridges have been removed from the aircraft and thus start-up approval and push-back/taxi clearance can be received.

All ground handling processes, except for push-back and remote de-icing, are based on the TOBT. The TOBT is used as the optimum time for coordination.

- TOBT = Forecast of "Aircraft ready"

#### 2.3.1. Automatically generated TOBT

During the final approach phase, the sequence planner system automatically generates a TOBT for the linked outbound flight.

The earliest time for the generation of a TOBT is the TOBT -75 minutes.

The minimum turn-round time (MTTT) is applied when the TOBT is generated. The MTTT is a time which is stored in the system and depends on the airline, aircraft type and destination airport.

Important dependencies for the automatic initial TOBT generation:

- $TOBT = EOBT$  if:  $EIBT + MTTT \leq EOBT$
- $TOBT = EIBT + MTTT$  if:  $EIBT + MTTT > EOBT$
- TOBT for flights with a CTOT only: if:  $TOBT + EXOT \leq CTOT$

If the TOBT is not automatically generated for a flight, it has to be entered by the person in charge of the TOBT as described in section 2.3.3.

For aircraft which are not subject to a direct turn-round and which do not park on their outgoing position, the TOBT is generated at the time of off-block from the preceding position.



## Airport CDM München

### 2.3.2. Person in charge of the TOBT

Airlines are to ensure

- the definition of responsibility for the TOBT,
- communication with the relevant airline OCC (ATC flight plan/person in charge of the EOBT) and
- coordination of internal working procedures.

The person in charge of the TOBT (generally the handling agent), the airline (for flights without handling agent) or the pilot-in-command (for general aviation flights without handling agent) is responsible for the correctness of and adherence to the TOBT.

A wrong TOBT leads to disadvantages for further sequencing and/or CTOT allocation of regulated flights. Therefore, the TOBT has to be adjusted as soon as possible.

### 2.3.3. TOBT inputs and adjustments

The following has to be taken into account for the input and/or adjustment of the TOBT:

- The TOBT can be adjusted as often as necessary until the TSAT has been issued.
- After the TSAT has been issued, the TOBT can only be corrected three times.
- The entered TOBT has to be at least 5 minutes later than the current point of time.

As the TOBT is also the basis for further airport processes, adjustments of the TOBT (also if the process is completed more than five minutes in advance) are to be entered by the person in charge of the TOBT.

### 2.3.4. Deviations of the TOBT from the EOBT

If the TOBT deviates from the EOBT of the ATC flight plan by more than 15 minutes, the airline has to initiate another delay message (DLA, CHG). This time (EOBT) has to be based on the last TOBT.

Target Off Block Time - TOBT  
Person in Charge / Inputs and adjustments / Deviations



## Airport CDM München

### 2.3.5. TOBT deletion

The TOBT has to be deleted in the following cases:

- The TOBT is unknown (e.g. technical problems with the aircraft).
- The permitted number of TOBT inputs (3x) after the generation of the TSAT has been exceeded.

If the TOBT is deleted, the TSAT is automatically deleted as well.

If a new TOBT is known and if this process interruption is to be discontinued, the person in charge of the TOBT has to enter a new TOBT.

### 2.3.6. Cancel DPI — data exchange with the CFMU

As soon as the TOBT for a flight is deleted, a C-DPI message is transmitted to the CFMU. The flight is not subject to the special handling process (for flights from CDM airports). The CTOT is then issued on the basis of the flight plan data available at the CFMU until a new DPI (triggered by the new TOBT input) is available for the flight.

- TITLE DPI
- DPISTATUS CNL
- ARCID DLH3354
- ADES LTBA
- ADEP EDDM
- EOBT 1825
- EOBD 090105
- REASON TOTUNKOWN
- ORGN EDDMYDYE

### 2.3.7. TOBT in the case of a change of aircraft

If the aircraft is changed, a change message (CHG - type/registration) has to be issued and the TOBT remains in effect and is allocated to the new aircraft.

Target Off Block Time - TOBT  
Deletion / Cancel DPI / Change of aircraft



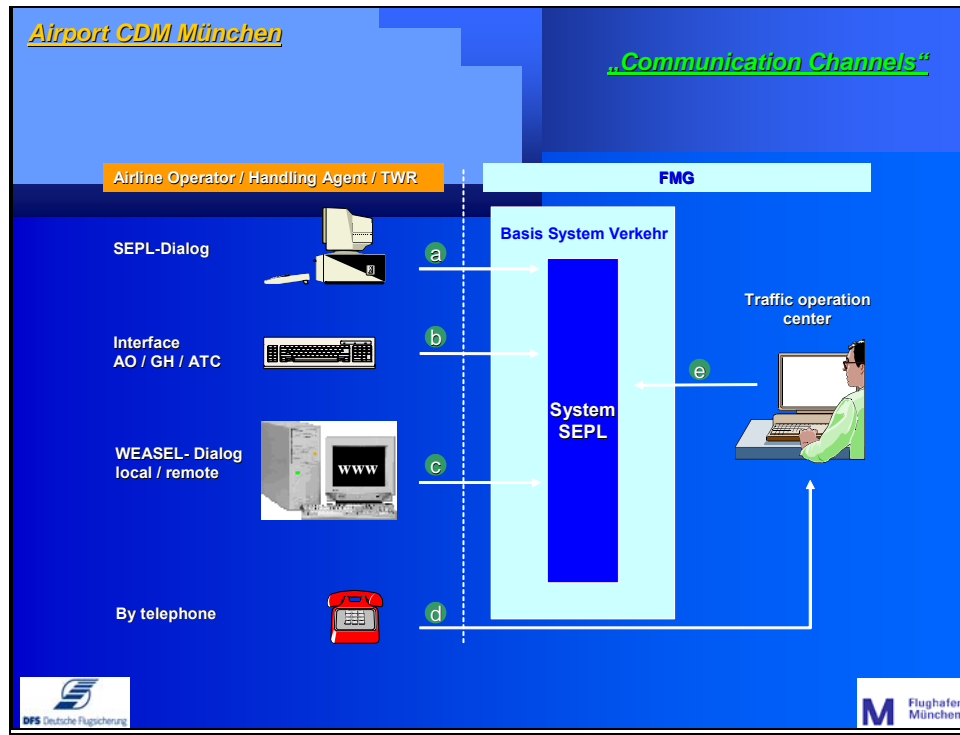
**Airport CDM München**

**2.3.8. TOBT reporting channels**

The TOBT is reported and/or adjusted in one of the following ways:

- SEPL dialogue
- internal system of the airline/handling agent (via interface)
- by telephone via the FMG traffic operation centre (+49 (0)89 – 975 - 21135)
- WEASEL dialogue

Chart of the TOBT reporting channels



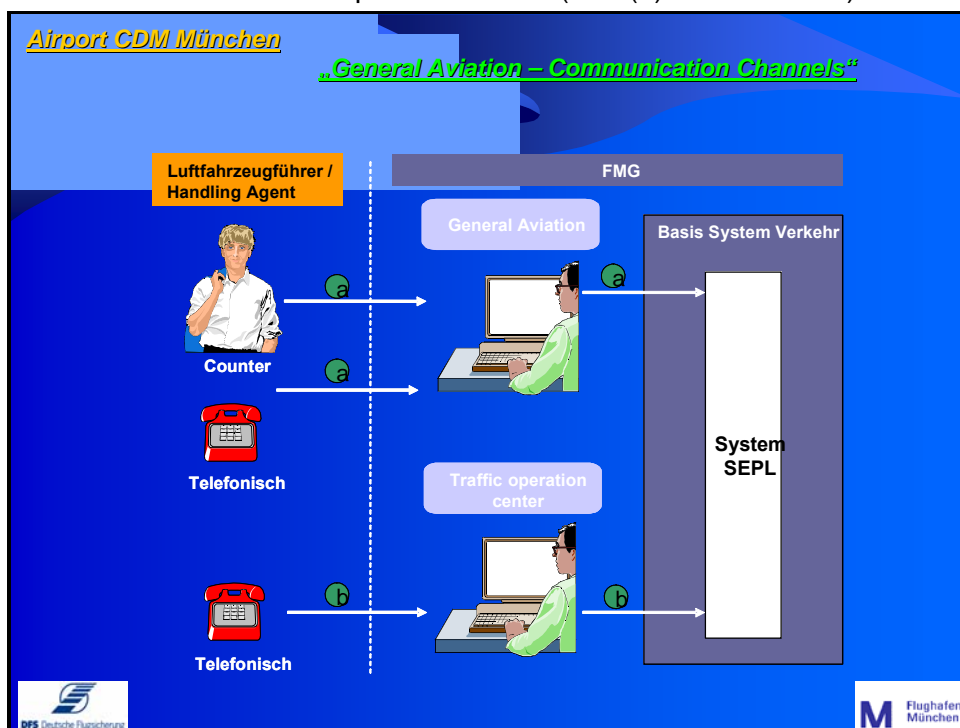
**Target Off Block Time - TOBT  
Reporting channels**



**Airport CDM München**

For general aviation flights:

- at the counter of the general aviation terminal, [+49-(0)89-975-21498; opening hours MON - SUN from 0340 until 2020], either in person or by telephone, outside the opening hours of the counter by telephone at the FMG traffic operation centre (+49-(0)89-975-21135).



**Target Off Block Time - TOBT  
Reporting channels**



**Airport CDM München**

**2.3.9. TOBT indication at positions with electronic display**

The TOBT is indicated in local time at positions with electronic display. The minutes remaining until the TOBT are also indicated as additional information. If the TOBT is exceeded, DELAY is indicated.



**Target Off Block Time - TOBT  
Display parking position and alerting**

**2.3.10. Potential Airport CDM alerts**

Potential Airport CDM alerts concerning the TOBT include:

- CDM 08      EOBT compliance alert
- CDM 00      Boarding not started
- CDM 10      TOBT rejected or deleted
- CDM 14      Automatic TOBT generation not possible

Details on the Airport CDM alerts are given in section 3.5.



## Airport CDM München

### **2.4. Target start-up approval time – TSAT**

The TSAT is the latest point of time calculated by the Airport CDM sequence planner at which the start-up approval and en-route clearance can be expected.

The pre-departure sequence is based on the flights with a calculated TSAT.

#### **2.4.1. Calculation of the TSAT**

The TSAT is calculated 40 minutes prior to the valid TOBT.

After the TSAT has been calculated, the TOBT can only be corrected another three times. As a rule, the TSAT remains in effect if the TOBT is changed, unless the new TOBT is later than the calculated TSAT.

The calculation of the TSAT is based on the following factors:

- TOBT
- CTOT in the case of regulated flights
- Operational capacity
- Special departure intervals (MDI)
- Variable taxi time
- Parking position/area
- Take-off runway
- Landing direction
- Aircraft de-icing

**Target Start Up Approval Time – TSAT  
Definition and calculation**



## Airport CDM München

---

### **2.4.2. TSAT reporting channels**

The TSAT is acknowledged via the same reporting channels as the TOBT:

- SEPL dialogue
- internal system of the airline operator/handling agent
- FMG information system (universal display station (UDS))
- by telephone via the FMG traffic operation centre
- WEASEL dialogue

For general aviation flights:

At the counter of the general aviation terminal, either in person or by telephone, outside the opening hours of the counter by telephone at the FMG traffic operation centre.

### **2.4.3. TSAT changes**

If the TSAT is changed, the pilot will be informed thereof by the handling agent or by the airline via other internal reporting channels (e.g. datalink).

In the case of general aviation flights, this task may be performed by DFS Clearance Delivery.

**Target Start Up Approval Time – TSAT  
Reporting channels and changes**



## Airport CDM München

### 2.4.4. Target DPI "Sequenced" - data exchange with the CFMU

When the TSAT is generated, a T-DPI message with the status "sequenced" is transmitted to the CFMU for unregulated flights (flights without a CTOT).

Flights for which a T-DPI message with the status "sequenced" has been transmitted have a particular status within the CFMU system.

The status "Target" (cf. section 0) remains in effect for regulated flights. However, a T-DPI "Sequenced" can be manually generated by the control tower later on (e.g. in the case of local capacity constraints), otherwise the T-DPI for regulated flights is issued at the actual start-up time (ASAT).

The transmission of a "Ready" message is no longer required for regulated flights with the T-DPI "Sequenced". The CTOT is adjusted to the local TTOT in the best possible manner.

If the TTOT is changed by five minutes or more, if taxi times are adjusted by three minutes or more or if the SID, aircraft type or registration is changed, a new T-DPI is generated and transmitted to the CFMU.

Examples of the target DPI:

- TITLE DPI
- DPISTATUS SEQ
- ARCID DLH3354
- ADES LTBA
- ADEP EDDM
- EOBT 1825
- EOBD 090105
- TTOT 1844
- SID CHIEM4S
- TAXITIME 0019
- ARCTYP A320
- REG DAIPU
- ORGN EDDMYDYE

**Target Start Up Approval Time – TSAT  
Target DPI „Sequenced“ towards CFMU**



Airport CDM München

2.4.5. Examples of the TSAT and DPI generation

Chart 1: Unregulated flight (no CTOT) – full local capacity

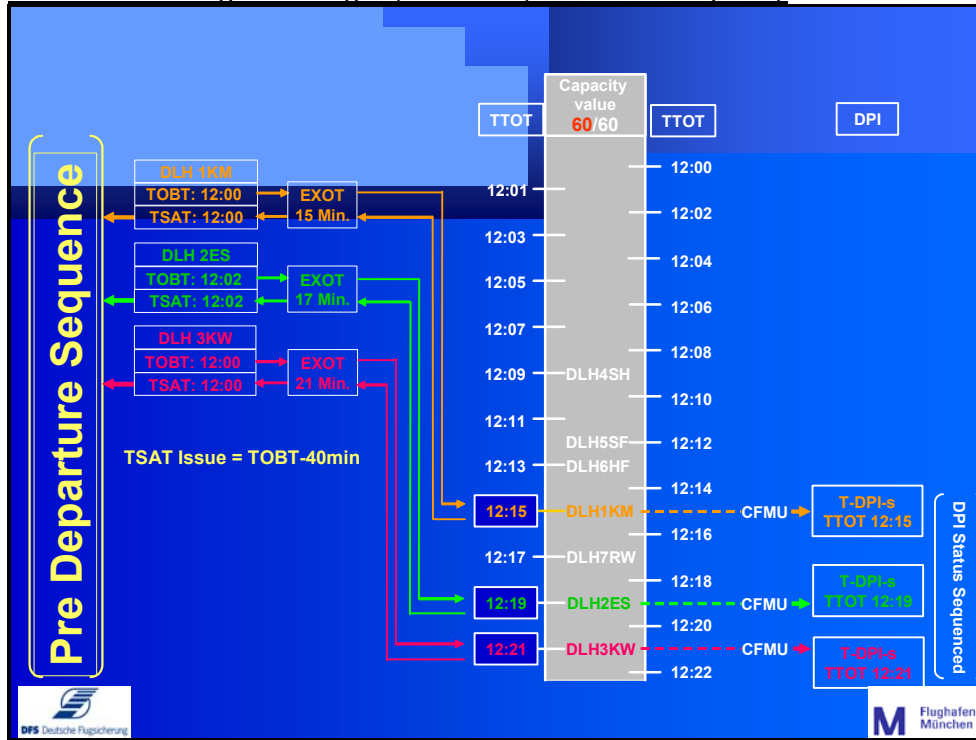
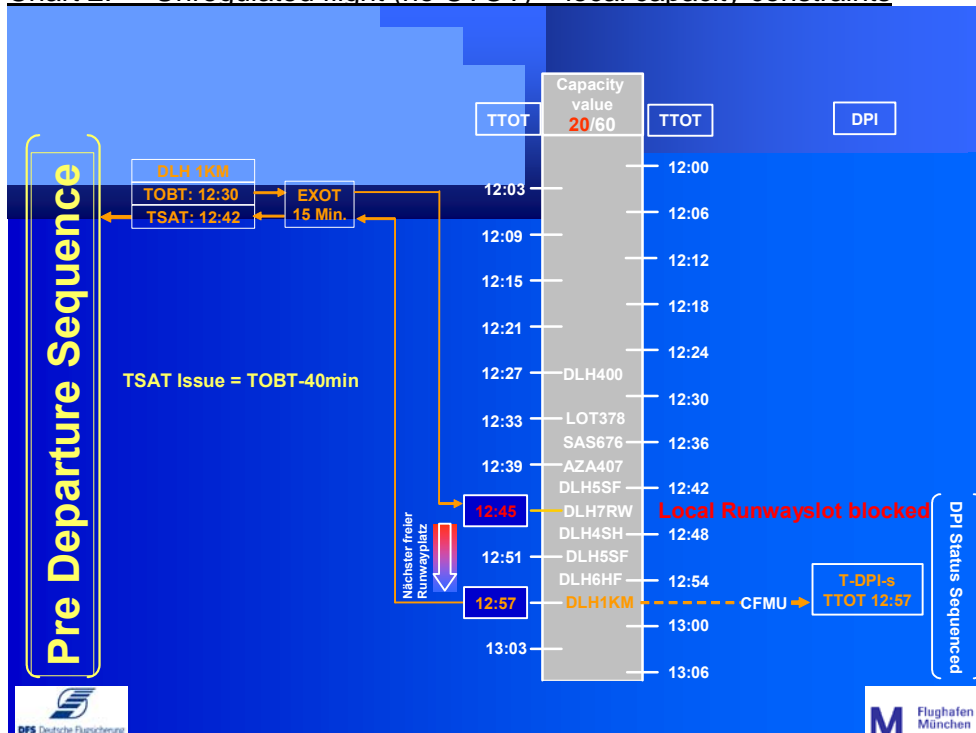


Chart 2: Unregulated flight (no CTOT) – local capacity constraints

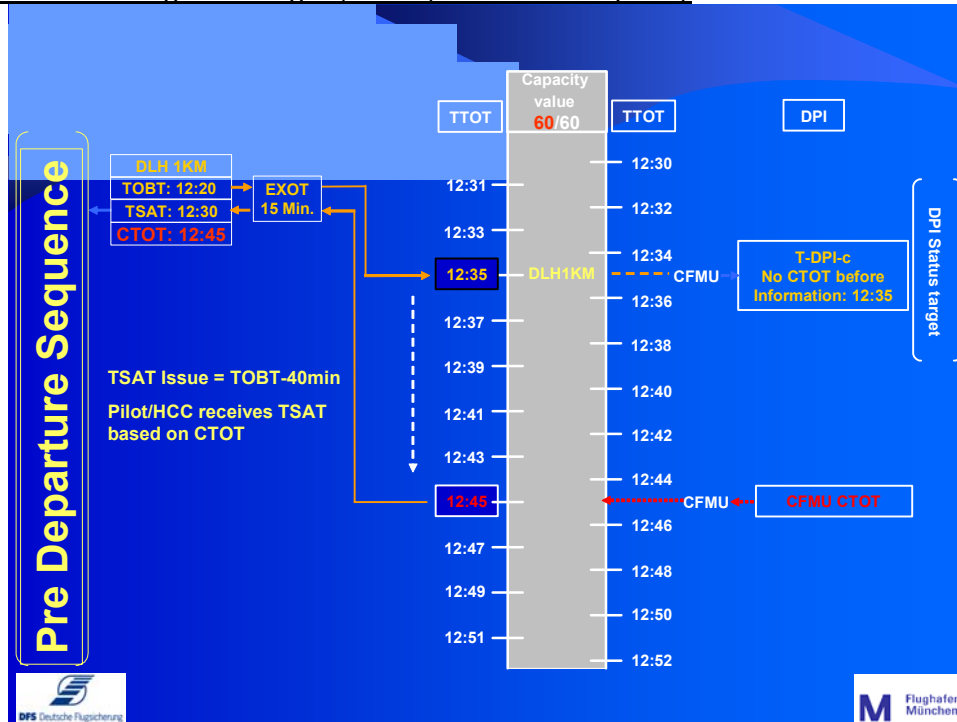


Target Start Up Approval Time – TSAT  
Examples of Pre Departure Sequencing



Airport CDM München

Chart 3: Regulated flight (CTOT) – full local capacity



Example of Pre Departure Sequencing / change/ adverse situations / alerting  
 Target Start Up Approval Time – TSAT

**2.4.6. Changes within the sequence**

After the TSAT has been calculated, flights within the area of responsibility of a person in charge of the TOBT can be switched. In the case of flights with a CTOT, it has to be ensured that the CTOT is adhered to despite the changes within the sequence. In exceptional cases, the changes within the sequence can also be coordinated with the DFS control tower.

**2.4.7. TOBT and TSAT handling in extreme situations**

If the TOBT and the TSAT deviate from each other by more than 90 minutes, the ground handling process has to be completed before the TOBT. This does not apply to passenger boarding. Passenger boarding has to be completed at the TSAT -60 minutes.

**2.4.8. Potential Airport CDM alerts**

Potential Airport CDM alerts concerning the TSAT include:

- CDM 08      EOBT compliance alert
- CDM 10      TOBT rejected or deleted

Details on the Airport CDM alerts are given in section 3.5.



## Airport CDM München

---

### **2.5. Aircraft de-icing**

The de-icing times are not taken into account when defining the TOBT. However, they are considered in the calculation of the TSAT, based on the registration for de-icing. The registration for de-icing should therefore be made as soon as possible.

In the case of apron de-icing, the aircraft has to be de-iced before the TSAT.

In the case of de-icing, the status "de-icing" is transmitted to the CFMU via the relevant DPI message.

Example of the target DPI "sequenced":

- TITLE DPI
- DPISTATUS SEQ
- ARCID DLH3354
- ADES LTBA
- ADEP EDDM
- EOBT 1825
- EOBD 090105
- TTOT 1844
- SID CHIEM4S
- TAXITIME 0019
- ARCTYP A320
- REG DAIPU
- DEPSTATUS DEICING
- ORGN EDDMYDYE



## Airport CDM München

---

### **2.6. Start-up and push-back**

Start-up (ASAT) and push-back (AOBT) clearances are issued taking the TOBT and TSAT into account. The following rules shall apply:

- The aircraft has to be ready for start-up and/or apron de-icing at the TOBT.
- The pilot can request a start-up approval and en-route clearance no earlier than five minutes before the TOBT (not DCL).
- Clearance Delivery issues the start-up approval and en-route clearance, depending on the TSAT and the current traffic situation.
- The push-back/taxi clearance has to be requested no later than five minutes after the start-up approval has been issued.
- In the case of delays, Clearance Delivery has to be informed accordingly, otherwise the TOBT will be deleted and have to be re-entered.

**Start Up and Push Back**



**Airport CDM München**

**2.6.1. Datalink clearance - DCL**

The published procedures and the time parameters published in the AIP AD 2 EDDM continue to apply to datalink departure clearances (DCL).

The TSAT is transmitted via CLD (departure clearance uplink message – issue of the start-up approval and en-route clearance by Clearance Delivery) ("start-up approved TSAT <hh:mm>").

The push-back/taxi clearance has to be requested at the TSAT +/-5 minutes.

Example:

Airport CDM Munich

„TOWER“

DCL including Start Up approval and en route clearance	DCL only with en route clearance
<pre> QU QXSXMXS .MUCDFYA 110454 CLD AN D-AHFX/MA 767A - /MUCDFYA.DC1/CLD 0454 070311 EDDM PDC 001 HLF111 CLRD TO LPFR OFF 26L VIA AMPEG1S SQUAWK 3553 ADT MDI NEXT FREQ 121.775 AT IS D STARTUP APPROVED TSAT 05:00                     </pre>	<pre> QU QXSXMXS .MUCDFYA 110818 CLD AN D-ACPQ/MA 891A - /MUCDFYA.DC1/CLD 0818 070311 EDDM PDC 001 DLH06M CLRD TO LFBO OFF 08R VIA AMPEG1E SQUAWK 3545 ADT MDI NEXT FREQ 121.725 AT IS J STANDBY ON 121.725 FOR STARTUP TSAT 08:30                     </pre>

**Start Up and Push Back  
Datalink Departure Clearance – DCL - / Remote Holding**

**2.6.2. Remote holding**

Remote holding can be requested via the TOBT reporting channels if the TOBT is at least 30 minutes before the CTOT.



## Airport CDM München

---

### **2.6.3. ATC DPI – data exchange with the CFMU**

An A-DPI is transmitted to the CFMU at the time of actual off-block. The slot adjustment window is closed and the CFMU can no longer automatically change the CTOT. In the case of flights with a CTOT which have not yet reached the CTOT -10 minutes at the time of actual off-block, the A-DPI is transmitted not before the CTOT -10 minutes.

#### Example of the ATC DPI

- TITLE DPI
- DPISTATUS ATC
- ARCID DLH3354
- ADES LTBA
- ADEP EDDM
- EOBT 1825
- EOB D 090105
- TTOT 1844
- SID CHIEM4S
- TAXITIME 0019
- ARCTYP A320
- REG DAIPU
- ORGN EDDMYDYE

**Start Up and Push Back  
1. ATC DPI towards CFMU**



Airport CDM München

**3. Common situational awareness/information sharing**

Transparency for all partners involved in the process is the basis for conducting the Airport CDM process. IT interfaces, dialogue systems, alert messages, data exchange with the CFMU, telephone etc. ensure common situational awareness.

**3.1. SEPL dialogue**

The SEPL dialogue is used by:

- Control tower supervisor (DFS)
- Clearance Delivery (DFS)
- Traffic operation centre (FMG)
- Airlines/handling agents

The handling agents and airlines can request the SEPL dialogue from FMG. The SEPL dialogue is only provided on a terminal rented from FMG. FMG takes care of the introduction and the training of users.

**Airport CDM Munich**

**„Sequence Planner“**

**„Handling Agent / Airline“**

NR	MAS	CSN	TSAT	TOBT	CTOT	POS	EOBT	MDI
1	ASL662		14:37	14:37		244	14:35	
2	DLH8KY		15:01	15:00		214	15:00	
3	RUS1574		15:03	15:03	15:15	321	15:50	
4	PCH78N		15:05	15:05		212	15:00	
5	DLH4FL		15:10	15:10		372	15:10	
6	DLHJFL		15:20	15:20		211	15:20	
7	GUS1737		15:50*			327	15:50	
8	DLH5NF		15:33	217		15:10		
9	DLH1VR					324	15:25	
10	DLH8EM					215	15:45	
11	DLH3XV		16:02	207		15:45		
12	DLH9FZ					325	15:55	
13	DLH5HR		16:25	322		16:05		
14	DLH844					207	16:15	
15	DLH5LL		16:52	252		16:15		
16	DLH6SS					131	16:30	
17	CIN248					322	16:40	
18	LGL9726					325	16:45	
19	DLH7EV		17:05	244		16:45		
20	DLH3EN					333	16:55	
21	DLH8JX					335	16:55	
22	DLH6NF					212	16:55	
23	DLH36C					205	17:00	
24	DLH3AH					321	17:00	
25	DLH6HU					250	17:05	
26	DLH8VR					305	17:05	
27	DLH6CT					316	17:06	

Callouts for the SEPL Dialogue window:

- Runway N/S
- Order number
- aircraft-status
- Callsign
- Deicing Marker
- Target Startup Approval Time
- Detail info for selected flight
- Estimate OffBlock Time
- Minimum Departure Intervall
- Parkingposition
- Calculated TakeOff Time
- Target OffBlock Time (\* = autom. generiert)

DFS Deutsche Flugsicherung

M Flughafen München



**Airport CDM München**

**3.2. WEASEL dialogue**

With the web application for sequence planning (Weasel), the overall sequence can be monitored in a browser.

The WEASEL dialogue is both locally available at Munich Airport (e.g. ground handling agent) and for remote operations (e.g. airline OCC).

Depending on the authorisation, access to the flights which have been allocated to the user, including detailed flight information, is provided. The TOBT for these flights may be entered or changed or remote holding may be requested.

Access to the WEASEL internet dialogue can be requested from FMG free of charge.

Example of a sequence display:

*Airport CDM Munich* *„WEASEL“*

MAS	Flug	Callign	REG	SOBT	EOBT	TSAT	RMT/POS	ICE	RWY
<	LH 4242	DLH77P	DABIE	06:55	06:55	06:55	13 248A		26R
<	4U 8125	GW18125	DAKNN	06:25	06:40	06:57	12 117B		26R
<	LH 3388	DLH8JW	DAIRS	06:55	06:55	07:01	16 211		26L
<	LH 3110	DLH1VW	DAIFP	07:00	07:00	07:01	13 209A		26R
^	LH 4692	DLH5KF	DAVBN	07:00	07:00	07:02	13 242		26R
^	DCS 195	DCS195	DABCD	06:35	07:00	07:04	16 R11		26L
<	LH 4420	DLH0BF	DACGO	07:00	07:00	07:05	16 321E		26L
<	SN 2642	BEL26J	OODWE	07:10	07:10	07:05	12 135E		26R
<	LO 352	LOT352	SPLDI	06:50	06:50	07:07	19 333N		26L
<	LH 042	DLH6EW	DAIPC	07:05	07:05	07:07	13 205B		26R
<	LH 1366	DLH5YE	DADHB	07:05	07:05	07:07	12 336N		26L
^	LH 4382	DLH09V	DACKI	07:05	07:05	07:07	16 324E		26L
<	LH 4548	DLH22H	DACPN	07:05	07:05	07:08	16 321W		26L
^	LH 3140	DLH40M	DAIPU	07:05	07:05	07:08	13 202B		26R
-	LH 3856	DLH78M	IADJN	06:50	06:50	07:09	16 337N		26L
<	C9 1631	RUS31N	DCIRE	06:45	07:15	07:09	13 322E		26R
<	SK 662	SAS662	OYKFA	07:05	07:05	07:10	13 326W		26R
^	LH 828	DLH50W	DAIPE	07:10	07:10	07:12	13 215A		26R
^	OK 555	CSA3LC	OKKFN	06:50	06:50	07:13	14 132		26L
^	LH 4602	DLH6KA	DACHH	07:10	07:10	07:13	13 325W		26R
^	LH 3998	DLH3LJ	IADLV	07:15	07:15	07:15	16 313		26L
^	LH 1266	DLH1MA	DAIPA	07:15	07:15	07:15	13 210A		26R
-	LH 4814	DLH2YT	DADHQ	07:15	07:15	07:16	13 332M		08L
-	LH 4860	DLH2ER	DAVRL	07:15	07:15	07:18	13 251A		08L
-	LH 3982	DLH5CJ	IADLK	07:05	07:05	07:19	16 308		26L

Stand: 07:11:47    Eingabe löschen    Hervorheben



**Airport CDM München**

Example of a detailed display:

**Airport CDM Munich**

**„WEASEL“**

MAS	Flug	Callign	REG	SOBT	EOBT	TOBT	TSAT	CTOT	RMT/POS	RH/ICE	RWY	Editieren
BCS	195	DCS195	DABCD	06:35	07:00	07:00	07:04		16 R11		26L	Editieren
HBFOY		HBFOY	HBFOY	07:40	07:40	07:40	07:40		16 R10		08R	Editieren
HTM	026C	HTM26C	DIFDN	08:20	08:00	08:00			11 R10		08L	Editieren
BVR	101	BVR101	DASTS	08:10	08:10	08:10			18 R11		08R	Editieren
AUF	421	AUF421	DCVVV	08:20	08:15	08:15		08:40	18 R11		08R	Editieren
NJE	359	NJE359E	CSDUC	08:20	08:15				18 R10		26L	Editieren
ADM	802	ADM802	DCINS	09:30	09:15				18 H11		08L	Editieren
HTM	026B	HTM26B	DCAJK	10:00	09:30				16 H11		08L	Editieren
NJE	781	NJE781E	CSDUC	09:30	09:30				19 R10		08R	Editieren

Stand: 07:10:45

Alle Daten dürfen nur für den bestimmungsgemäßen Gebrauch verwendet werden! © 2007 Flughafen München GmbH



Airport CDM München

3.3. UDS page

UDS page 167 displays information on the Airport CDM procedure for all people involved. Important information (e.g. runway closures) is given in the bottom line.

Airport CDM Munich

„Airport Information System“

Scheduled Off Block Time		Runway				Target Start Up Approval Time				Date, Time, Page number			
Sequence (all times UTC)		SOBT	TSAT	POS	ICE	08L/26R		08R/26L		Tue 05.02.05 08:34 S167			
Flight	SOBT	TSAT	POS	ICE	Flight	SOBT	TSAT	POS	ICE	De-ice marking			
* LH 5204	0800	0802	188E		- DI 4610	0740	0740	192E					
* OK 557	0750	0808	170E		- YP 2284	0745	0745	151					
o KL 3980	0725	0813	904N		* LH 5734	0750	0750	191E					
BMW61	0730	0827	H10		o LG 9722	0755	0755	183					
* LH 851	0800	0838	144		* YP 2236	0755	0755	152					
* LH 959	0800	0845	206E		* FU 542	0800	0800	903N					
DIBER	0800	0851	H11		+ DE 2246	0800	0800	112					
CSDNR	0800	0857	R10		o LH 5312	0800	0801	173E					
DIRMA	0800	0904	H11		o LH 5840	0805	0805	186E					
+ LH 1047	0805	0908	104		- OS 112	0735	0806	103B					
+ DE 2188	0750	0914	113B		+ LH 5726	0800		194E					
+ LH 833	0805	0926	102		+ LH 5742	0805		174E					
o LH 897	0805	0932	162		LH 5466	0820		187E					
* LH 1510	0805	0939	205E										
o LH 2121	0805	0945	204E										
LH 5950	0805	0950	175E										
+ EAE 402	0815		182E										
+ SN 2642	0830		904S										

Flight number/Callsign      Position

The template is divided into a North (08L/26R) and South (08R/26L) runway. In the case of flights planned for remote holding, the TSAT information is displayed in reverse mode.



**Airport CDM München**

**3.4. Display system of the CFMU – CFMU CHMI**

Information on the Airport CDM data exchange with the CFMU can be obtained in the different display options via the available CFMU reporting channels (CHMI).

Access to the CFMU CHMI can be requested from Eurocontrol online:

[www.eurocontrol.int/cfmu](http://www.eurocontrol.int/cfmu)

**3.4.1. CFMU CHMI flight list**

The flight list contains information on:

- the TTOT
- the transmitted DPI type
- IFPS inconsistencies
- EOBT inconsistencies

**Airport CDM Munich**

**„Informationexchange – communication – CFMU CHMI“**

**IFPS Discrepancy in RED (Act Typ/Registration)**

**IFPS Discrepancy in RED (EOBT)**

**Last sent DPI message = Target Take Off Time + DPI Typ:**  
 10:00e = Early DPI  
 10:00t = Target DPI Confirmed  
 10:00s = Target DPI Sequenced  
 10:00a = ATC DPI  
 c = Cancel DPI (TTOT unknown)

ITA	ADPCID	ADTP	ADPF	ADSE	D	T	RFL	ICBT	U	E/CTOT	X	F	I	M	ATC	Delay	N	U	REGU	O	TI	EPL	TD	
LT	BER701	B737	EDDM	EDDT	t	200	07:30	07:30	07:30	F	I												200	
	CF666	B753	EDDM	LFA	t	350	07:35	07:35	07:35	F	I				c									350
	L0L9722	SMB0	EDDM	EDDR	t	200	07:55	07:55	08:11E	F	I													200
	DLM997	AT45	EDDM	LFP	t	190	07:55	07:55	08:14E	F	I													190
	CSA33C	AT43	EDDM	SKF	t	190	07:50	07:50	08:14E	F	I													190
	08:11C	DLM997	F100	EDDM	LWD	t	230	07:30	08:12C	N	N					07:40c								230
	08:17A	DLM997	B603	EDDM	LRC	t	230	08:00	08:15E	F	I													230
	08:18A	DLM997	AT72	EDDM	LFP	t	190	07:55	08:14E	F	I													190
	08:20A	DLM997	A319	EDDM	ESL	t	390	08:05	08:20E	F	I													390
	08:20C	DLM997	B753	EDDM	HEA	t	350	07:45	08:20C	N	I					08:01c								350
	08:20C	DLM997	E170	EDDM	EFNA	t	350	07:55	08:20C	N	I					08:10c								350
	08:22C	DLM997	CRJ2	EDDM	ESAN	t	340	08:00	08:22C	N	I					08:22c								340
	08:23A	DLM997	SMB0	EDDM	ESL	t	240	08:05	08:23E	F	I					08:23a								240
	08:24C	DLM997	A320	EDDM	LAGY	t	370	07:50	08:24C	N	I					08:08c								370
	08:27A	DLM997	B3562	EDDM	EDDM	t	340	08:05	08:27E	F	I					08:27a								340
	08:29C	DLM997	CS60	EDDM	LOT	t	390	08:00	08:29C	N	I					08:11c								390
	08:30A	DLM997	CRJ9	EDDM	EDDM	t	390	08:05	08:30E	F	I					08:29a								390
	08:31A	DLM997	SMB0	EDDM	EDDM	t	180	08:15	08:31E	F	I					08:31a								180
	08:33A	DLM997	AT72	EDDM	LFP	t	190	08:15	08:33E	F	I					08:33a								190
	08:33A	DLM997	A320	EDDM	ESLA	t	360	08:15	08:33E	F	I					08:33a								360
	08:34A	DLM997	B356	EDDM	EDDM	t	320	08:15	08:34E	F	I					08:34a								320
	08:35A	DLM997	A319	EDDM	EDDM	t	320	08:20	08:35E	F	I					08:35a								320
	08:35A	DLM997	A319	EDDM	LFP	t	390	08:20	08:35E	F	I					08:35a								390
	08:36A	DLM997	B735	EDDM	ESCC	t	360	08:20	08:36E	F	I					08:36a								360
	08:39A	DLM997	B356	EDDM	ESCL	t	330	08:20	08:39E	F	I					08:39a								330
	08:39C	DLM997	AT45	EDDM	LFP	t	190	08:05	08:39C	N	I					08:23c								190
	08:41E	DLM997	CRJ9	EDDM	ESGO	t	360	08:25	08:41E	N	I					e								360
	08:42A	DLM997	A320	EDDM	ESLS	t	390	08:20	08:42E	F	I					08:42a								390
	08:44C	DLM997	A319	EDDM	ESDM	t	200	08:25	08:44C	N	I					08:44c								200
	08:44C	DLM997	B735	EDDM	LWD	t	270	08:25	08:44C	N	I					08:44c								270
	08:45C	DLM997	A320	EDDM	ESDM	t	370	07:45	08:45C	N	I					08:11c								370
	08:46C	DLM997	E190	EDDM	ESAN	t	320	08:10	08:46C	N	I					08:40c								320
	08:48C	DLM997	AT45	EDDM	ESFO	t	230	08:30	08:48C	N	I					08:40c								230
	08:48C	DLM997	CRJ9	EDDM	LFP	t	350	08:30	08:48C	N	I					08:48c								350

1000: 08/01/2009 - Last EOBT: 07:25 08/01/2009  
 Recreate Try and Apply NOT allowed  
 Flight Type: ACT /RFL /Initial RFL: 200



Airport CDM München

3.4.2. CFMU CHMI flight data

Details on the Airport CDM data exchange are given for selecting individual flights from "Flight Data" (directly or from the flight list).

**Airport CDM Munich**  
*„Informationexchange – communication – CFMU CHMI“*

The screenshot shows the CHMI - p0de4 / ext\_fmp\_prf1 / CFMU (CHMI) window. The main display area shows flight data for flight SWR. Key fields include:
 

- AO:** SWR
- Aircraft Type:** R31H
- Registration Mark:** HBDC1
- CEOPT:** RSWV
- Initial RFL:** 290
- RVR:** 150
- Time:** Last EOBT: 08:08:25, Prep CTOT: 08:14, EET: 34, Resp By: 09:14, Flight Type: ACT, Late File: N, ETOB: 08:44, Tact: 19, CTA: 09:18, Emerg Flight: N, Late Update: N, CTOT: 08:45, Actual Tact: 18, ATA: 09:18, RFL: Y, REA: N, TRC: 20
- Status:** Anticipated ATOT received (DPI status), Actual Off-block ATOT: 08:47 (DPI TTOT), Discrepancy detected! (Display of IFPS inconsistencies in RED), Registration Mark: HBDC1



Airport CDM München

**3.4.3. CFMU CHMI flight data**

All exchanged (transmitted and received) messages can be retraced in the "operational log" option of selected flights.

*Airport CDM Munich*  
*„Informationexchange – communication – CFMU CHMI“*

CHMI - p0de4 / ext\_fmp\_prf1 / CFMU (CHMI)

ATFCM - Operational Log at 08-09-21

ICRD: 09/01/2009 10:05 From: Wed 07 Jan 2009 at 00:00  
 AIRCD: DUMH ADR: EDCM Unit: Fri 09 Jan 2009 at 00:00

T	Time	Oplog Type
A	07-21:50:55	IN FFL
A	08-06:50:07	IN DFI
A	08-06:50:07	HI DISCREPANCY
A	08-06:50:07	OR EPR
A	08-07:50:04	IN DFI
A	08-07:50:04	OR EPR
A	08-09:03:28	IN DFI
A	08-09:03:28	HI DISCREPANCY
A	08-09:03:28	OR EPR
A	08-09:03:28	IN DIA
A	08-09:03:28	OR EPR
A	08-09:03:28	HI END_OF_DISCREPANCY

Selected message

List of all sent and received messages

TACT\_ID: 9999 Correspondent: EDDMYDYE @AFTN  
 OPS\_ID: ORLOG\_ID:

Received from: EDDMYDYE @AFTN. Est. Xmit at: 09/01/08 06:50:00. Message description: -TITLE DFI

-ARCID DLISM  
 -ADEP EDDM  
 -ADES EDDF  
 -BOBT 0950  
 -BOBD 090108  
 -ETOT 1006  
 -BOBT 0950  
 -SID GIVM130  
 -TAXITIME 0016  
 -ARCTYP A306  
 -RBC DATAH  
 -ORGN EDDMYDYE

DFS Deutsche Flugsicherung Flughafen München



## Airport CDM München

---

### **3.5. Airport CDM alerting/information messages**

Due to European harmonisation/standardisation, Airport CDM alerts bear the same code all over Europe.

#### **3.5.1. Contact address and information**

In order to receive messages from the Airport CDM procedure, all airlines/handling agents have to provide a valid contact address (e-mail) for FMG:

- **muc.schedule@munich-airport.de,**
- **telephone: +49-89-97521181**

It is also possible to provide several contact addresses for one airline (e.g. referring to alert), if necessary.

In order to ensure optimum process handling and sequencing, it is highly recommended to provide this address (or several addresses) and information on necessary changes.

#### **3.5.2. General aviation flights**

This does not apply to general aviation flights without handling agents because the messages from the Airport CDM procedure are transmitted to the counter of the general aviation terminal (GAT).

#### **3.5.3. Airport CDM information messages**

Due to European harmonisation/standardisation, Airport CDM alerts bear the same code all over Europe.

#### **3.5.4. CDM01: No airport slot available, or slot already correlated**

***CDM01 – No airport slot available, or slot already correlated***

***FLT ID/CDM01/Timestamp/ADEP***

***Airport slot SOBT not available or slot already correlated.***

***Immediate update of ATC flight plan EOBT or request new airport slot.***

***Sample note: The Airport CDM process may be suspended until reception of your rectification.***



### Airport CDM München

---

#### 3.5.5. CDM02: SOBT vs EOBT discrepancy

##### ***CDM02 – SOBT vs EOBT discrepancy***

***FLT ID/CDM02/Timestamp/ADEP***

***ATC flight plan EOBT is not consistent with airport slot SOBT. Immediate update of airport slot or ATC flight plan EOBT needed.***

*Sample note: The Airport CDM process may be suspended until reception of your rectification.*

#### 3.5.6. CDM03: Aircraft type discrepancy

##### ***CDM03 – Aircraft type discrepancy***

***FLT ID/CDM03/Timestamp/ADEP***

***ATC flight plan aircraft type is not consistent with airport database.***

***Immediate update of ATC flight plan, aircraft type or airport database needed.***

*Sample note: The Airport CDM process will not be suspended but start-up / push back clearance may not be granted until discrepancy is resolved.*

#### 3.5.7. CDM04: Registration discrepancy

##### ***CDM04 – Registration discrepancy***

***FLT ID/CDM04/Timestamp/ADEP***

***ATC Flight plan registration is not consistent with airport database.***

***Immediate update of ATC flight plan, aircraft registration, or airport database needed.***

*Sample note: The Airport CDM process will not be suspended but start-up / push back clearance may not be granted until discrepancy is resolved.*

#### 3.5.8. CDM05: Destination discrepancy

##### ***CDM05 – Destination discrepancy***

***FLT ID/CDM05/Timestamp/ADEP***

***Destination inconsistency between ATC flight plan and airport database. Immediate update of ATC flight plan or airport database needed.***

*Sample note: The Airport CDM process will not be suspended but start-up / push back clearance may not be granted until discrepancy is resolved*



**Airport CDM München**

---

**3.5.9. CDM07: EIBT + MTTT discrepancy with EOBT**

***FLT ID/CDM07/Timestamp/ADEP***

***EIBT of inbound FLT ID + MTTT is not consistent with outbound ATC flight plan EOBT. Check outbound flight and ATC flight plan and update if required.***

*Sample note: This is an advisory alert only and this flight requires monitoring as the outbound flight maybe delayed.*

**3.5.10. CDM07b: EIBT + MTTT discrepancy with TOBT**

***FLT ID/CDM07b/Timestamp/ADEP***

***EIBT of inbound FLT ID + MTTT is not consistent with outbound TOBT. Check TOBT and update if required.***

*Sample note: This is an advisory alert only and this flight requires monitoring as the outbound flight maybe delayed.*

**3.5.11. CDM08: EOBT compliance alert**

***FLT ID/CDM08/Timestamp/ADEP***

***Received TOBT is out of ATC flight plan EOBT tolerance window.***

***Immediate update of ATC flight Plan EOBT needed.***

*Sample note: The Airport CDM process will not be suspended but start-up / push back clearance will not be granted until discrepancy is resolved.*

**3.5.12. CDM09: Boarding not started**

***FLT ID/CDM09/Timestamp/ADEP***

***At TOBT-10 minutes boarding was not initiated. Update TOBT if needed.***

*Sample note: The Airport CDM process will not be suspended but start-up / push back clearance will not be granted until discrepancy is resolved.*

**3.5.13. CDM10: TOBT rejected or deleted**

***FLT ID/CDM10/Timestamp/ADEP***

***TOBT was rejected or deleted. A new TOBT is required.***

***Sample note: The Airport CDM process may be suspended until reception of your rectification***



**Airport CDM München**

---

**3.5.14. CDM13: No ATC flight plan available**

***FLT ID/CDM13/Timestamp/ADEP***

***The ATC flight plan for outbound flight is not available.***

***Submission of new ATC flight plan needed.***

*Sample note: The Airport CDM process will be suspended until reception of your rectification.*

**3.5.15. CDM14: Automatic TOBT generation not possible**

***FLT ID/CDM14/Timestamp/ADEP***

***The TOBT could not be automatically generated because it does not match with the associated CTOT. Manual input of TOBT required.***

±



## Airport CDM München

---

### **4. Publications**

#### **4.1. Aeronautical information publication (AIP)**

The Airport CDM procedure at Munich Airport is published in the German Aeronautical Information Publication, volume II, AD2-EDDM, AD 2.20 "Local Traffic Regulations", pages 1 – 14ff.

#### **4.2. Airport user regulations**

The Airport CDM procedure at Munich Airport is incorporated in the airport user regulations, section 2.1.6:

### **5. Persons in charge of the process/points of contact**

#### **For questions concerning the procedure:**

Munich Airport (Flughafen München GmbH)

Peter Kanzler

Telephone: +49 (0)89 -975 21160

[airport-cdm@munich-airport.de](mailto:airport-cdm@munich-airport.de)

#### **For IT questions:**

Munich Airport (Flughafen München GmbH)

Achim Tuffentsammer

Telephone: +49 (0)89 -975 32410

[achim.tuffentsammer@munich-airport.de](mailto:achim.tuffentsammer@munich-airport.de)