

Inbound and Adjustment EOBT

The A-CDM process starts with the correlation of the received ATC flightplan and the available flight data in the airport operational data base. Inbound and outbound flightplan will be connected, the Airport Slot (SOBT) for the outbound flight will be checked and the EOBT will be verified.

FUM – Flight Update Message

Messages about the track of an inbound flight to Stuttgart Airport (FUM-Flight Update Messages) will be transmitted by the Network Manager (former CFMU). A first FUM is received 3 hours before the estimated landing and contains a first ELDT (Estimated Landing Time). This ELDT enables the system to compare EIBT (Estimated Inblock Time) and EOBT (Estimated Off-Block Time). Relevant changes of the ELDT will be transmitted by further FUMs.

Verification of the EOBT / TOBT

The transmitted ELDT will be used to check continuously the feasibility of the turn round up to the planned EOBT of the connected outbound flight. As soon as a TOBT (Target Off-Block Time) is available the verification will be performed against the TOBT. The following formula will be used

$$\text{ELDT} + \text{EXIT (Estimated Taxi In Time)} = \text{EIBT}$$

$$\text{EIBT} + \text{MTTT (Minimum Turn Round Time)} = \text{EOBT / TOBT}$$

If the calculated time is later than the EOBT of the ATC flightplan or the existing TOBT a warning message (CDM07 or CDM07a) will be transmitted to the airline to adjust the times accordingly.

