



AIR TRAFFIC FLOW MANAGEMENT TERMINOLOGY

1. Introduction

This article presents Air Traffic Flow Management (ATFM) terminology as the standard for use in ATFM communication.

2. General

Acronym	Term	Definition
AAR	Airport Acceptance Rate	Arrival capacity of an airport normally expressed in movements per hour
ADR	Airport Departure Rate	Departure capacity of an airport normally expressed in movements per hour
ASD	Aircraft Situation Display	ATC Aircraft/Traffic Situation Display
AFIX	Arrival Fix	A waypoint during the arrival phase of a flight. In the context of ATFM it could be a waypoint where an ATFM Measure may be applied
CDM	Collaborative Decision-Making	Process which allows decisions to be taken by amalgamating all pertinent and accurate sources of information, ensuring that the data best reflects the situation as known, and ensuring that all concerned stakeholders are given the opportunity to influence the decision. This in turn enables decisions to best meet the operational requirements of all concerned.
CDR	Conditional Route	ATS route that is available for flight planning and use under specific conditions
DFIX	Departure Fix	The first published fix/waypoint used after departure of a flight.
DMAN	Departure Manager	A planning system to improve the departure flows at an airport by calculating the Target Take-Off Time (TTOT) and Target Startup Approval Time (TSAT) for each flight, taking multiple constraints and preferences into account
FCA	Flow Constrained Area	A sector of airspace where normal flows of traffic are constrained, which could be caused by weather, military exercise etc.
FMP	Flow Management Position	A position in any ATCC that monitors traffic flows and implements or requests ATFM measures to be implemented
GDP	Ground Delay Program	ATFM process where aircraft are held on the ground in order to manage capacity and demand in a specific volume of airspace or at a specific airport. In the process departure times are assigned and correspond to available entry slots into the constrained airspace or arrival slots into the constrained airport
GS	Ground Stop	A tactical ATFM measure where some selected aircraft remain on

		the ground
MINIT	Minutes in Trail	A tactical ATFM measure expressed as the number of minutes required between successive aircraft. It is normally used in airspace without air traffic surveillance or when transitioning from surveillance to non-surveillance airspace, or even when the spacing interval is such that it would be difficult for a sector controller to measure it in terms of miles
MIT	Miles in Trail	A tactical ATFM measure expressed as the number of miles required between aircraft (in addition to the minimum longitudinal requirements) to meet a specific criterion which may be separation, airport, fix, altitude, sector or route specific. MIT is used to organize traffic into manageable flows as well as to provide space to accommodate additional traffic (merging or departing) in the existing traffic flows. It will never be less than the separation minima.
RFIX	En-route Fix	A waypoint during the en-route phase of a flight. In the context of ATFM it could be a waypoint where an ATFM Measure may be applied
SUB	Slot swapping	The ability to swap departure slots gives AUs the possibility to change the order of flight departures that should fly in a constrained area

3. Phase of flight

Acronym	Term	Definition
SOBT	Scheduled Off Block Time	The time that an aircraft is scheduled to depart from the parking position
EOBT	Estimated Off Block Time	The estimated time that an aircraft will start movement associated with departure
TOBT	Target Off - Block Time	The time that an aircraft Operator or Ground handler estimates that an aircraft will be ready to start up/pushback immediately upon reception of clearance from the tower.
TSAT	Target Start Up Approval Time	The time provided by ATC taking into account TOBT, CTOT and/or the traffic situation that an aircraft can expect start up/push back approval
COBT	Calculated Off Block Time	A time calculated and issued by the ATFM Unit, as a result of tactical slot allocation, at which a flight is expected to push back/vacate the parking position so as to meet a CTOT taking into account start and taxi time.
AOBT	Actual Off Block Time	The time the aircraft pushes back/vacates the parking position (Equivalent to Airline / Handlers ATD – Actual Time of Departure & ACARS=OUT)
STOT	Scheduled Take Off Time	The estimated take off time derived from an aircraft operators schedule, typically based on a standard taxi-out time
PTOT	Planned Take Off Time	The time the aircraft is expected to take off derived from the flight plan.
TTOT	Target Take Off Time	The Target Take off Time taking into account the TOBT/TSAT plus Estimated Taxi-Out Time

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CTOT	Calculated Take Off Time	A time calculated and issued by the ATFM Unit, as a result of tactical slot allocation, at which a flight is expected to become airborne
ETOT	Estimated Take Off Time	The Estimated take off time taking into account EOBT plus Estimated Taxi-Out 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)
SEET	Scheduled Estimated En-route Time	The estimated elapsed time of a flight derived from the aircraft operators schedule
ETO	Estimated Time Over	Estimated time at which an aircraft would be over a fix, waypoint or particular location typically where air traffic congestion is expected
CTO	Calculated Time Over	Time calculated and issued by the ATFM Unit, as a result of tactical slot allocation, at which a flight is expected to be over a fix, waypoint or particular location typically where air traffic congestion is expected (referred to in FIXM 2.0 as "Airspace Entry Time - Controlled")
PLDT	Planned Landing Time	The expected landing time of a flight derived from the flight plan
SLDT	Scheduled Landing Time	Scheduled time an aircraft is expected to land on a runway, typically based on Scheduled In-Block Time (SIBT) and a standard taxi-in time
TLDT	Target Landing Time	Targeted Time from the Arrival Management process at the Threshold, taking runway sequence and constraints into account; Progressively refined planning time used to coordinate between arrival and departure management processes
CLDT	Calculated Landing Time	A landing time calculated and issued by the ATFM unit, as a result of tactical slot allocation at which a flight is expected to land on a runway
ELDT	Estimated Landing Time	The estimated time that an aircraft will touch-down on the runway (equivalent to ETA)
ALDT	Actual Landing Time	Actual time an aircraft lands on a runway (Equivalent to ATC ATA – Actual Time of Arrival = landing, ACARS=ON)
SIBT	Scheduled In Block Time	The time that an aircraft is scheduled to arrive at its first parking position.
CIBT	Calculated In Block Time	An in block time calculated and issued by the ATFM unit, as a result of tactical slot allocation at which a flight is expected to be at its first parking position.
AIBT	Actual in block time	The time that an aircraft arrives in-blocks (Equivalent to Airline/Handler ATA – Actual Time of Arrival, ACARS = IN)

4. Summary Table

Phase of Flight	Scheduled	Flight Plan	Target (airline)	Target (ANSP)	ATFM Measure	Estimated	Actual
Off Block Time (OBT)	SOBT	EOBT	TOBT	TSAT	COBT		AOBT
Take-off Time (TOT)	STOT	PTOT		TTOT	CTOT	ETOT	ATOT
En-route Elapsed Time (EET)	SEET	EET					
Time Over (TO)					CTO	ETO	
Landing Time (LDT)	SLDT			TLDT	CLDT	ELDT	ALDT
In-Block Time (IBT)	SIBT				CIBT		AIBT