



C2.5

Regulations on Traffic Data

Version

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1. Foreword:

The top priority of Aviation Process Airside is to ensure safe, efficient, and customer-oriented operations in all areas of flight operations at Frankfurt Airport as required under Section 45 of the German Air Traffic Licensing Regulations (LuftVZO).

In addition to monitoring and management of regular airside operations and flight operations facilities, this also includes procedural management and enhancement of Airport-CDM as well as planning and coordination of all traffic-related resources of the airport.

In line with the Airport User Regulations (Flughafenbenutzungsordnung (FBO)), the information and communication technology forms part of the central airport infrastructure and is fundamental to maintaining orderly and efficient airport operations and passenger flow management. For this reason, anyone operating or servicing aircraft at Frankfurt Airport is required to use the information and communication technology available.

The central information infrastructure includes all facilities and systems for collecting, processing, and distributing flight schedule planning, flight status, and passenger and load data. The central information infrastructure is also used for the allocation of airport resources, including the management of airport operations and passenger flows, as well as for providing information to the traveling public and accompanying persons.

Flight schedule planning- and flight operations data, in addition to all other data necessary for the management of traffic, ground handling, invoicing, and aviation statistics (including official statistics) are stored in the central database of the airport operator and are updated in compliance with telecommunications confidentiality.

1.1 Objective:

The objective of these regulations is to ensure that the traffic data required for the management of airport and ground handling operations is obtained promptly from the airlines and/or the agencies (or service providers) representing them in the appropriate format as per the stipulated procedures, and that changes are communicated immediately.

It must be kept in mind that passenger and load data required for the efficient allocation of passenger gates and for ensuring efficient ground handling must be supplied to the infrastructure department at Fraport Ground Services (Bodenverkehrsdienste (BVD)). The data must furthermore be evaluated and transmitted to the German Federal Office of Statistics in a timely manner. In this context the data must also be transmitted to the department for market research and aviation statistics.

The detailed information described here regarding data delivery, flight operations processes, and procedures supplements the available information published in the AIP.

1.2 Scope

These regulations are without regulator authorization but are mandatory for all employees, customers, and users of Frankfurt Airport.

1.3 Validity

The Executive Board has approved these regulations with effect from 3/10/2025. They replace the previous regulations "C2.5 Regulations on Handling Flight Operations Data" version 4.1 dated 2/8/2021.

2. Traffic Data

The timely delivery and use of flight schedule planning and flight operations data is essential for the orderly management of traffic and operations and for the optimal use of limited airport resources. Flight schedule planning data is all information available relating to aircraft movements. Flight operations data comprises flight status data, handling data, passenger and load data, and cargo & mail data.

Resulting from the use of the airport and the associated contractual agreements, airlines and/or service providers are responsible for directly and promptly providing Fraport AG as airport operator with all data necessary for proper operational planning and handling of flights servicing Frankfurt Airport.

As the Airport Operator, in fulfilling the requirements pursuant to Section 45 LuftVZO and the FBO for Frankfurt Airport, Part II, Section 2.1.1 from March 15, 2024, Fraport AG considers the direct delivery of flight schedule planning and flight operations data as indispensable for maintaining orderly airport operations.

Due to the importance of the timely availability of data necessary for orderly operations, Fraport AG reserves the right to rectify any disruptions to operations resulting from breaches of the notification obligation and/or to claim resulting costs - particularly financial costs - from the party causing the disruptions.

Fraport AG is entitled to evaluate the received traffic data for the purpose of analyzing and optimizing traffic operations. Fraport AG will treat this information confidentially, particularly information concerning passenger numbers and cargo carried on flights.

Note:

The airlines' obligation to also report certain data to various government agencies remains unaffected by this provision.

2.1 Flight schedule planning data

Delivery

Flight schedule planning data is all information available on a long-, medium-, or short-term basis relating to aircraft movements affecting Frankfurt Airport. The flight schedule planning data provided to Fraport AG must include the times coordinated with the Flight Scheduling Coordinator of the Federal Republic of Germany. In the event of divergent or missing notifications, Fraport AG reserves the right to independently add the coordinated time data and to use solely this information for scheduling purposes and passenger information.

The received flight schedule planning data is used and published in seasonal flight schedules, the daily OPS plan, and in-flight information systems (including Fraport information media such as the Fraport website, Community App, the information kiosks, and flight information boards).

Flight schedule planning information must be sent by the airlines to Fraport AG's Airside Coordination and Data Center (hereinafter referred to as ACDC). The flight scheduling office within the ACDC processes the data. In order to guarantee orderly and optimized operations, the ACDC requires seasonal flight plans as early as possible. This is in the interest of all stakeholders in the procedure, including airlines.

The data must be transmitted no later than two weeks after the slot return date. The coordination of flight schedules with the Flight Scheduling Coordinator of the Federal Republic of Germany is not a substitute for the requirement to report flight schedule planning information to the ACDC flight scheduling office. Updates are permitted and must be delivered. A regular, standardized transmission routine (e.g. ideally daily, or if necessary on a weekly basis, at fixed times, e.g. on traffic day 1) should be established.

Flight schedule planning information available to the airlines only on the actual day of operations, or flight schedule planning information concerning days +1, +2, and +3 must be transmitted directly and without delay to the ACDC.

Delivery contents, form, and manner

When transmitting flight schedule planning data to the ACDC, there are three components: delivery of new flight schedule planning data, changes to data already transmitted, and cancellations of flight schedule planning information.

In general, flight schedule planning data should be provided electronically (via e-mail). To ensure rapid processing and to avoid errors in editing, the basic information listed on the next page should be sent as an e-mail attachment in SSIM file format according to IATA standard Chapter 7. However, time-critical data (e.g. on the day of operation) may also be provided via telephone by an airline representative. This must be followed by a written confirmation from an airline representative.

Mandatory Contents for Flight Schedule Planning Data
Basic information:
Flight number
Aircraft type (ICAO code, translation required if an internal code is used)
Routing (with information about stations to be displayed in the case of multiple-sector flights)
Type of flight handling
Times (for scheduled flights, the arrival and departure times of all stations served)
Time reference UTC or LT
Days of flights and time period of operation
Rotations
if applicable codeshare information

More information:
Invoice recipient and method of payment
Responsible handling agents (operations, passenger handling, ramp handling, aircraft maintenance, cargo handling, and airmail)
Contact persons (company/department/office/address/e-mail/telephone)
Contact persons for mismatch notifications (company/department/office/address/e-mail/telephone)
TOBT responsible person (company/department/office/address/e-mail/telephone)
MTTT Minimum Turnaround Time for every type of aircraft
ATC call sign (if this differs from the flight number)

Contact Details for the Transmission of Flight Schedule Planning Data (ACDC and flight scheduling office at Fraport AG)		
ACDC	for data concerning the day of operation or days +1, +2, and +3	
	SITA address	FRAAF7X (ACDC)
	E-mail	acdc@fraport.de
	Telephone	+49 69-690-71740
Flight scheduling office	for seasonal data from day +4	
	SITA address	FRANC7X (flight scheduling office)
	E-mail	flightschedule@fraport.de
	Telephone	+49 69-690-25115 +49 69-690-29521

2.2 Flight operations data

Flight operations data is defined as all available information related to current flight operations to and from Frankfurt. Flight operations data consists of flight status, ground handling, passenger, and load data.

Flight operations data must be communicated to Fraport AG by airlines as early as possible. Flight status data for arriving flights must be supplied no later than 60 minutes before landing in order to allow involved handling agents to receive all relevant data in a timely manner.

2.2.1 Flight status data

Flight status data includes status announcements (e.g. MVT messages, ASM messages, SSM messages, and the target off-block time (TOBT) as a forecast for "aircraft ready".

Delivery

Flight status data must be transmitted to the ACDC.

Delivery contents, form, and manner

Delivery Contents for Flight Status Data
Registration of aircraft
Reroutings
Diversion to alternate airport and other additional details (e.g. PAX Dispo)
Early arrivals
Delayed arrivals
Reasons for delay (delay codes and minutes of delay)
Cancellations
Reasons for cancellations

Additionally, a list containing an overview of all delay codes used must be transmitted (on a one-time basis) to Fraport's performance and quality management team (DC_FRA@fraport.de). Changes to this list must also be communicated.

Important note:

For technical reasons, it is currently possible to process only one airline and flight number per day for each flight. Utilization of double or secondary flight numbers is not possible.

There is no prescribed format for the transmission of flight operations data. However, the information should generally be transmitted via telex (preferably SITA), as the utilization of the existing telex network guarantees virtually immediate data transmission. Furthermore, additional advantages of forwarding a standardized IATA message via SITA include the automatic transmission of messages, the elimination of risk of telephone misunderstandings, and a reduction in the amount of required telephone traffic.

The ACDC is connected to the SITA communications network. This allows the transmission of the current flight status data from the previous airport. At the previous airport, the address FRAAF7X should be added to the messages (e.g. MVT) that are destined for the relevant airline station at Frankfurt Airport. The transmission to the ACDC

takes place automatically, enabling it to receive the respective message at the same time as the local airline station.

Transmission of Flight Status Data / ACDC at Fraport AG	
SITA addresses	FRAAF7X and FRANCF7X
E-mail	acdc@fraport.de
Direct telephone line	+49 69-690-71740

2.2.2 Handling data

Handling data refers to time stamps on the ground handling or turnaround process for a flight. The transmission of this data is required for cross-process optimization and airport-wide process management.

The data is needed for airport performance control, monitoring and management, and for undertaking post-operations analyses. The process data helps to increase efficiency and resilience across the airport and network by optimizing use of resources and by improving the predictability of air traffic.

Delivery contents, form, and manner

The contents to be transmitted are listed in the appendix "Handling data". The delivery itself to Fraport AG can take place via existing interfaces and data transmission methods, although near real-time transmission needs to be ensured to allow the data to be used for operational and ad hoc management purposes.

2.2.3 Passenger and load data

Passenger and load data is contained in CPM, FFM, LDM, PTM, PRL (inbound/outbound), UCM, ALI, LPM, and in mail and cargo onload messages and the ULD order.

Delivery

Passenger and load data is sent to the infrastructure department of Fraport Ground Services (BVD) as well as the department for market research and aviation statistics at Fraport AG, regardless of whether the flight is being handled by the airline itself, by Fraport, or by a third party (see also Form and Manner of Transmission for Flight Operations Data).

Delivery contents, form, and manner

For planning reasons, the information about the load carried on a particular flight should be broken down as follows if possible:

- Total quantity on board
- Unloading for FRA
- Transfer/transit load and
- Onload at FRA

The following data must then be sent as follows.

Delivery Contents for Passenger and Load Data	
Number of passengers	- disembarking
	- inbound connecting, including airport of origin (airport where travel begins)
	- transit
	- outbound connecting, including airport of destination (final destination airport)
	embarking
baggage (BULK) by quantity and/or weight as well as PAX category	
cargo (BULK) by weight and special cargo	
mail (BULK) by weight	
baggage containers, LD, by amount, loading position, and type code	
cargo containers, LD or MD, by amount, loading position, and type code	
mail containers, LD or MD, by amount, loading position, and type code	
empty containers, LD or MD, by amount, loading position, and type code	
baggage pallets, LD, by amount, loading position, and type code	
cargo pallets, LD or MD, by amount, loading position, and type code	
mail pallets, LD or MD, by amount, loading position, and type code	
empty containers, LD or MD, by amount, loading position, and type code	
special loads in IATA code	

Any other loading details that are considered relevant can be added to the list above as required. In each case, this requires coordination between the handling agent, the infrastructure department of Fraport Ground Services (BVD), and the airline.

To ensure appropriate provision of handling agents and equipment as well as prompt commencement of ground handling, the passenger and load data should be transmitted as early as possible.

Transmission Deadlines for Passenger and Load Data		
Inbound	Usually upon departure from the preceding airport, but at least 60 minutes before takeoff.	
Outbound	Wide body	no later than 180 minutes before takeoff, A380: no later than 240 minutes before takeoff
	Narrow body	No later than 90 minutes before takeoff
	In order to stay within the given timeframes, estimates can be transmitted at an initial stage and the final data sent later.	

There is no prescribed format for the transmission of flight operations data. However, the information should generally be transmitted via telex (preferably SITA), as the utilization of the existing telex network guarantees virtually immediate data transmission. Furthermore, additional advantages of forwarding a standardized IATA message via SITA include the automatic transmission of messages, the elimination of risk of telephone misunderstandings, and a reduction in the amount of required telephone traffic.

The infrastructure department of Fraport Ground Services (BVD) is also connected to the SITA network. This allows the transmission of the current passenger and load data to be sent from the preceding airport. At the preceding airport, the address FRAIGXH should be added to the messages (e.g. LDM, CPM) which are destined for the relevant airline station at Frankfurt Airport. The transmission to Fraport Ground Services takes place automatically, enabling it to receive the respective message at the same time as the local airline station.

Transmission of Passenger and Load Data Infrastructure department, Fraport AG Ground Services	
SITA address	FRAIGXH
E-mail	FAX-BVD-IG2-Ladedaten@fraport.de, ZGE-INFO1@fraport.de or ZGE-INFO2@fraport.de
Telephone	+49 69-690-32112 or -32113 (load data processing)

Transmission of Passenger and Load Data Fraport AG Department for Market Research and Aviation Statistics	
SITA addresses	FRASRXH FRAKHXH FRALHXH FRAAHXH FRALAXH FRAFIXH
E-mail	FRASRXH@fraport.mconnect.aero FRAKHXH@fraport.mconnect.aero FRALHXH@fraport.mconnect.aero FRAAHXH@fraport.mconnect.aero FRALAXH@fraport.mconnect.aero FRAFIXH@fraport.mconnect.aero
Telephone	+49 151-15025385

Delivery by e-mail and telephone should only be used for sending passenger and load data when transmission via SITA is not possible.

2.2.3.1 Specification of Obligation for Reporting Baggage Data

Supplementary information concerning baggage data details is required in addition to aforementioned flight operations data:

Reporting Obligations of Airlines for Inbound Flights

Baggage sorting at Frankfurt Airport is carried out by a fully automated and IT-based tray-type conveyor system with automated encoder stations for the input of inbound transfer baggage.

To ensure smooth operating of the baggage conveyor system as well as the fastest possible control of the baggage flow, inbound airlines must deliver in a timely manner a Baggage Transfer Message (BTM) according to IATA definition IATA RP 1745. In the case of a through-check-in-agreement between the inbound and outbound carriers, the through-check-in partner needs to deliver a Baggage Source Message (BSM). If this BSM is available on time, delivery of a BTM by the inbound carrier is not necessary.

On-time-delivery of the data is 15 minutes before SIBT to the SITA address FRABRXH as teletype B. Furthermore, the airline must ensure that baggage tags comply with the IATA standard (IATA RS 740) and are of the quality required for the automation process.

Reporting Obligations of Airlines for Outbound Flights

Baggage sorting at Frankfurt Airport is carried out by a fully automated and IT-based tray-type conveyor system. To prepare the baggage for the multi-stage baggage control facility, the tray-type conveyor system is partially connected with scanner gates positioned after the check-in station in order to automatically record the baggage ID codes.

To ensure smooth operating of the baggage conveyor system as well as the fastest possible control of the baggage flow, outbound airlines must deliver in a timely manner a Baggage Source Message (BSM) according to IATA definition IATA RP 1745.

The data is delivered on time if the data has arrived to the SITA address FRABRXH as teletype B before the baggage is transferred to the baggage conveyor system.

Furthermore, the airline must ensure that the baggage tags used comply with the IATA standard (IATA RS 740) and are of the quality required for the automation process.

2.2.3.2 Specification of Obligation for Reporting Handling Data for Cargo Processes

Handling data for cargo processes (cargo transport information from handling agents) is also required to meet customs requirements under Section 129ff. EU 952/2013. All information supplied by parties involved in cargo handling for consignment tracking of the cargo is added to the "Customs Dashboard" of the Cargo Community System, thereby facilitating customs-compliant tracking of consignments. For this purpose, the cargo transport information is forwarded to the central Cargo Community System and provided to the customs office and to authorized parties involved in the process.

3. Airport Collaborative Decision Making (A-CDM)

3.1 Flight Operations Data of the Turnaround Process in the Context of the Airport CDM Procedure (A-CDM)

The Airport Collaborative Decision Making (A-CDM) procedure regulates the turnaround process at Frankfurt Airport for all flights in accordance with Instrument Flight Rules (IFR) and must be applied in line with the Aeronautical Information Publication (AIP Germany), Volume II, AD2-EDDF AD 2.20 “Local aerodrome regulations” as well as the applicable version of the brief description of the A-CDM procedure.

Consequently, all airlines are required to provide the information needed to perform the procedure (flight schedule planning data, flight operations data, and flight status data) in a timely manner:

- Target Off-Block Time (TOBT) as an input parameter for the sequencing of departures
- Minimum Time to Turn (MTTT) for calculating and verification of a plausible TOBT
- Actual Start-Boarding Time (ASBT) for monitoring the progress of the procedure (see C2.3 Terminal Regulations, item 8.1.3 Begin Boarding)

3.1.1 Target Off-Block Time (TOBT)

The TOBT is an obligatory time, reported by the airline/handling agent, referring to the time at which all ground handling will be completed. This includes shutting the aircraft doors, removing the jet bridges from the aircraft and ensuring the push-back vehicle is available. Immediately after receipt of startup clearance from the tower, the aircraft must be ready for push-back/taxi clearance.

The TOBT is the orientation time for all handling processes except push-back and aircraft deicing. It is used as the best available time for coordination purposes.

Remarks: The definition for “push-back vehicle available” includes both the status “vehicle assigned” and “vehicle at position”.

3.1.3 TOBT Input and Adjustments

The following must be considered when entering or adjusting the TOBT:

- The TOBT (prior to automatic generation) cannot be entered any earlier than EOBT minus 90 minutes.
- The TOBT can be adjusted any number of times prior to issue of the TSAT.
- After the TSAT has been issued, the TOBT can be corrected no more than three times before it must be deleted.
- Entry of a TOBT is no longer possible after startup clearance has been obtained and the status "Start-Up Given" (SUG) has been set. Only after deletion of startup clearance can a new TOBT be set.

As the TOBT also controls other processes, adjustments to the TOBT of five minutes or more (including early arrivals) must be entered by the TOBT responsible person.

3.1.4 Deviations between TOBT and EOBT

The TOBT may not be more than a maximum of 10 minutes before the EOBT. The TOBT being earlier than the EOBT should remain the exception.

If the TOBT deviates from the EOBT of the ATC flight plan by more than 15 minutes, the airline must generate an additional delay message (DLA, CHG). This time (EOBT) should be the same as the last TOBT value and be entered in consultation with the TOBT responsible person. As a rule, it is advisable that the EOBT and TOBT are equal to each other.

3.1.5 TOBT Deletion

When deleting a TOBT, the A-CDM process for the respective departure is interrupted and is automatically given the status "standby."

The TOBT must be deleted in the following cases:

- The TOBT is unknown (e.g. technical problems with the aircraft).
Note: If a new TOBT is known and the process interruption is to be lifted again, this new TOBT must be entered by the TOBT responsible person.
- The permitted number of TOBT entries (3x) after TSAT generation is exceeded and a new TOBT should be entered

3.1.6 Data Exchange using DPI (Departure Planning Information) with NMOC (Network Manager Operations Center)

During the A-CDM process, expected take-off times are transmitted automatically to the NMOC using DPI. The NMOC uses these expected take-off times as the basis for calculating and allocating the CTOT if the flight is regulated. After a TOBT is entered or changes are made to it - in accordance with the status of the flight - the dispatch of another DPI is launched.

Example of a target DPI with status "target":

- TITLE DPI
- DPISTATUS TARGET
- ARCID DLH3354
- ADEP EDDF
- ADES LTBA
- EOBT 1825
- EOBD 090105
- TOBT 1825
- TAXITIME 0019
- TTOT 1844
- SID NOMBO4S
- ARCTYP A320
- REG DAIPU
- ORGN EDDFYDYE

3.1.7 TOBT in the Event of an Aircraft Change

In the event of an aircraft change, the TOBT is retained for the active flight event. If the aircraft change also involves a simultaneous delay, the TOBT must be adjusted by the TOBT responsible person.

3.1.8 TOBT Reporting Channels

The following reporting channels are available for entry and transmission of the TOBT:

- CSA tool (transmission and entry)
- Internal system of the airline/handling agent (optionally via interface)
- Display boards at aircraft stands with A-VDGS (Advanced Visual Docking Guidance System)
- Airport CDM app (transmission only, no entry)
- Airport Community App (transmission only, no entry)
- ACDC: +49 69-690-71740 (transmission and entry)

For general aviation flights, the following reporting channel is available at the GAT for entry and transmission of the TOBT:

Fraport Executive Aviation Services Tel.: +49 69-690-71718/71719

Information and documents relating to the individual A-CDM data codes can be viewed on the following website: www.cdm.frankfurt-airport.com A list and description of all abbreviations used in the A-CDM process as well as other files and documents is also available here.

4. Use of Traffic Data and User Interfaces

All persons involved with aircraft handling at Frankfurt Airport must prove that they have taken suitable measures to safeguard the immediate and timely handling of landed aircraft, i.e. within the minimum ground time agreed to with the airlines.

In order to support timely ground handling, Fraport AG as the airport operator offers traffic data and relevant facilities and services which may be used by all airport users (including Fraport information media such as the Fraport website, Community App, the information kiosks, and flight information boards).

4.1 Use of Traffic Data

Current traffic data is made available to the users on payment of a charge in a prepared format for the planning and coordination of equipment and personnel, on condition that such data is used only for handling activities within the particular sphere of competence of the subscriber (client-specific).

The transfer of data is governed by individual contractual agreement between the user and the airport operator.

Confidential data in the airport operator's central database that is for the sole use of airlines doing their own handling or their agents must not be transmitted to third-party systems. The conditions of the General Data Protection Regulation (GDPR) apply.

4.2 User Interfaces

Usage of private systems is permitted for the internal management of personnel and equipment, and these systems may be connected to the airport operator's central systems after authorization has been given.

In order to maintain smooth operations, the interfaces must conform to the guidelines stipulated by the airport operator and are subject to the airport operator's inspection and approval. The user shall bear all costs incurred by the airport operator.

If the airport user's control systems are connected to those of the airport operator via an interface, then the data received by the contract partner from the airport operator shall not be transmitted to third parties, subsidiaries or associated companies of said contract partner without the express authorization of the airport operator. In this respect, individual agreements must be made with the airport operator.

5. Information and Communication

5.1 Automatic Terminal Information Service (ATIS)

The automatic broadcasting of landing and takeoff information (Automatic Terminal Information Service - ATIS) by DFS (Deutsche Flugsicherung GmbH) is also available via the Fraport in-house telephone system.

This information service (ATIS Frankfurt) may be accessed by dialing 1163 or 1164.

5.2 Fraport Company Radio and Telephone Calls

The Fraport company radio system is used for communication between persons involved with airport operations. Radio communication is subject to set defined rules. Compliance with radio discipline is essential for orderly radio communications.

Radio communication via the company radio system at Frankfurt Airport is explained in the "Fraport Company Radio Guidelines". The applicable procedures, phraseology, and expressions are described and there is an overview of the technical and legal principles of radio communication.

The necessary radio skills are conveyed in the context of maneuvering area driver's license training as part of Fraport AG's driver training. The relevant documents relating to Fraport's company radio guidelines are available from the Airside Operations Department or Fraport AG's driver training.

5.3 Recording of Telephone Calls

Telephone communication of Fraport Apron Control (FRA Vorfeldkontrolle GmbH or FRAVG) is digitally recorded. Radio communication is also recorded. In making these voice recordings, Fraport AG is following the regulations of ICAO Annex 10 "Aeronautical Telecommunications Volume II" for maintaining appropriate aeronautical telecommunications documentation.

These voice recordings may only be accessed for the purpose of securing evidence for an officially ordered investigation. The recordings are therefore not available for reconstructing regular operational occurrences. In addition to the direct line and intercom systems, the following direct telephone lines of the Fraport in-house telephone system are connected to the voice recording system at Fraport Apron Control (FRA Vorfeldkontrolle GmbH or FRAVG):

Workstation	Telephone No.
Shift supervisor FRAVG/VK (Apron Center)	71712
FRAVG/VK Ost (Apron East)	61116

5.4 Fraport Flight Information System FDTplus

The Fraport flight information system FDTplus contains air traffic information. Preparation and input of the data is carried out primarily by the ACDC. The ACDC is responsible for all questions related to the operations of the information system.

The system was developed to provide extensive operations management information for all parties concerned with the running of air traffic. However, the system can only fulfill this task if

- all necessary data is supplied on time and in full,
- all parties concerned make intensive use of the system and
- the correctness of the data is verified by the submitters.

In exchange for a fee, the FDTplus system is made available to users as a web-based application or as a standalone solution (PC, monitor and mouse). The data in FDTplus is updated at least every 30 seconds.

5.5 CSA Tool

The Common Situational Awareness (CSA) Tool is a web-based application that gives users read or write access to flight data. The flight data contains general information on aircraft movements as well as time stamps, which play an important role in the A-CDM process. The TOBT responsible person with writing authorization can adjust TOBT data by using this tool.

It is possible to obtain further information and log in via the A-CDM homepage.

Appendix: Handling data

Process	Timestamp	Acronym	Definition
Aircraft	All Doors Closed		Time when all doors of aircraft are closed
Aircraft	Cabin Doors Closed		Time when cabin doors of aircraft are closed
Aircraft	Cabin Doors Open		Time when cabin doors of aircraft are opened
Aircraft	Cargo Doors Closed		Time when cargo doors of aircraft are closed
Aircraft	Cargo Doors Open		Time when cargo doors of aircraft are opened
Boarding	Actual End Boarding Time	AEBT	End of Boarding process (last passenger scans boarding pass at QBG)
Boarding	Actual Start Boarding Time	ASBT	Begin Boarding (first passenger scans boarding pass at QBG)
Bridge	Bridge connected		Time when boarding bridge is connected
Bridge	Bridge disconnected		Time when boarding bridge is disconnected
Bridge	Driver on position	DOP	Boarding bridge driver is on position
Catering	Catering start		Time when catering starts
Catering	Catering end		Time when catering ends
Cleaning	Begin Cleaning		Time when cleaning starts
Cleaning	End Cleaning		Time when cleaning ends
Crew	Crew at position		Time when crew is on position
Crew	Crew leaves position		Time when crew leaves position
Deboarding	Begin of deboarding		Time when deboarding of inbound starts
Deboarding	End of deboarding		Time when deboarding of inbound ends
Deicing	Actual Commencement of De-icing Time	ACZT	The time when de-icing operations on an aircraft starts
Deicing	Actual End of De-icing Time	AEZT	The time when de-icing operations on an aircraft end
Deloading	Begin Deloading Baggage		Time when deloading of baggage starts
Deloading	Begin Deloading Bulk-Baggage		Time when deloading of bulk-baggage starts
Deloading	Begin Deloading DAA		Time when deloading of DAA (carry-on luggage in belly) starts
Deloading	Begin Deloading Freight		Time when deloading of freight starts
Deloading	End Deloading Baggage		Time when deloading of baggage ends
Deloading	End Deloading Bulk-Baggage		Time when deloading of bulk-baggage ends
Deloading	End Deloading DAA		Time when deloading of DAA (carry-on luggage in belly) ends
Deloading	End Deloading Freight		Time when deloading of freight ends

Freight	Begin Freight Transport		Time and origin information regarding the begin of the transport of freight incl. ULDs in reference to flight number
Freight	End of Freight Transport		Time and destination information regarding the end of the transport of freight incl. ULDs in reference to flight number
Fueling	Fueling Begin		Time when fueling begins
Fueling	Fueling End		Time when fueling ends
Gate	Actual End Gate Time	AEGT	End of Gate handling
Gate	Actual Start Gate Time	ASGT	Begin of Gate handling
Inbound	Actual Ground Handling Start Time	AGHT	Ground Handling Start
Inbound	Actual In-Block Time	AIBT	The time that an aircraft arrives in blocks. (Equivalent to Airline/Handler ATA –Actual Time of Arrival, ACARS = IN).
Inbound	Actual Landing Time	ALDT	The time that an aircraft lands on a runway. (Equivalent to ATC ATA –Actual Time of Arrival = landing, ACARS=ON).
Inbound	Chocks placed		Time when chocks are set at aircraft
Inbound	Ground electricity connected		Time when ground electricity is connected to aircraft
Inbound	Service stairs connected		Time when service stairs are connected to aircraft
Inbound	Traffic cones placed		Time when traffic cones are placed around aircraft
Loading	Begin Loading Baggage		Time when loading of baggage starts
Loading	Begin Loading Bulk-Baggage		Time when loading of bulk-baggage starts
Loading	Begin Loading DAA		Time when loading of DAA (carry-on luggage in belly) starts
Loading	Begin Loading Freight		Time when loading of freight starts
Loading	End Loading Baggage		Time when loading of baggage ends
Loading	End Loading Bulk-Baggage		Time when loading of bulk-baggage ends
Loading	End Loading DAA		Time when loading of DAA (carry-on luggage in belly) ends
Loading	End Loading Freight		Time when loading of freight ends
Loading	Loading crew at position		Time when loading crew is at position
Loading	Loading crew order completed		Time when loading crew has completed its order
Loading	Loading crew planned		Time when loading crew is planned for order
Maintenance	Begin Maintenance		Time when maintenance operations start at aircraft
Maintenance	End Maintenance		Time when maintenance operations end at aircraft
Outbound	Actual Line Up Time	ALUT	The time that an aircraft receives its line up clearance.

Outbound	Actual Off-Block Request Time	AORT	Time that an aircraft requests off-block
Outbound	Actual Off-Block Time	AOBT	Time the aircraft pushes back / vacates the parking position. (Equivalent to Airline / Handlers ATD – Actual Time of Departure & ACARS=OUT)
Outbound	Actual Ready Time	ARDT	When the aircraft is ready for pushback or taxi immediately after clearance delivery (all doors are closed and the pushback tractor – ordered by the handling agent – is in position)
Outbound	Actual Start-Up Approval Time	ASAT	Time that an aircraft receives its Start-Up approval.
Outbound	Actual Start-Up Request Time	ASRT	(self-explaining)
Outbound	Actual Take-Off Time	ATOT	The time that an aircraft takes off from the runway. (Equivalent to ATC ATD– Actual Time of Departure, ACARS = OFF).
Outbound	Actual Taxi Begin Time	ATBT	(self-explaining)
Outbound	Chocks moved away		Time when chocks are moved away from aircraft
Outbound	Ground electricity disconnected		Time when ground electricity is disconnected from aircraft
Outbound	Ground Handling End	GHE	Time when ground handling activities are finished
Outbound	Service stairs disconnected		Time when service stairs are disconnected from
Outbound	Traffic cones moved away		Time when traffic cones are moved away around aircraft
Passenger Bus	Bus at destination		Time when passenger bus is at destination
Passenger Bus	Bus at origin		Time when passenger bus is at origin
Passenger stairs	Passenger stairs connected		Time when passenger stairs are connected to aircraft
Passenger stairs	Passenger stairs disconnected		Time when passenger stairs are disconnected from aircraft
Tow vehicle	Tow vehicle at position	TVP	Time when tow vehicle is at position
Tow vehicle	Tow vehicle connected	TVR	Time when tow vehicle is connected/ready
Tow vehicle	Tow vehicle disconnected		Time when tow vehicle is disconnected/tow done
Walk Out	Walk-Out agent at position		Time when walk-out agent is at position
Walk Out	Walk-Out agent order completed		Time when walk-out agent has completed his order
Water & Toilet	Begin Water & Toilet		Time when water & toilet operations start
Water & Toilet	End Water & Toilet		Time when water & toilet operations end