

## **AIC A-07 / 02. Update of the Central Flow Management Unit (CFMU) System and Procedures, April 2002**

Anm.: Denne AIC udgives kun på engelsk og henvender sig til brugere der flyver efter Instrument Flyve Reglerne (IFR).

### **1. General introduction**

This AIC describes the changes to the CFMU IFPS and TACT system and procedures which will be implemented in April 2002. The changes includes:

- **As from 1 April 2002** - New procedure for modification of Estimated Off Block Time (EOBT) - use of DLA, CHG and CNL messages, and
- **As from 24 April 2002** - New procedure for obtaining approval of ATFM Exemption - use of STS/Indicators in FPL for ATFM purposes.

### **2. Modification of Estimated Off Block Time (EOBT)**

Reference AIP Denmark, ENR 1.10 and the CFMU Handbook

#### **2.1 Introduction**

It is a prime requirement for both ATC and ATFM, that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not.

These procedures are to enable an AO to meet this requirement whenever they know that the EOBT of a flight will require modification.

The ICAO requirement is that delays in excess of thirty (30) minutes should be communicated (cf. para. 4.4.2.1.2. ICAO Doc. 4444). This requirement is mandatory. **As from the 1st April 2002 onwards**, the rules concerning modification to an EOBT for flights, which are departing, arriving or over-flying states within the IFPS-zone will change. The requirement in states within the IFPS-zone is that any change (+ or -) in an EOBT of more than 15 minutes shall be communicated.

There are two categories of flights concerned: those, which have an ATFM slot, issued by the CFMU, and those who have not. An AO should not modify the EOBT to a later time simply as a result of an ATFM delay. The EOBT is changed only if the original EOBT established by the AO cannot be met by the AO.

#### **2.2 Procedure for Modifying the EOBT of a Flight Not Having Received an ATFM Slot.**

Procedure:

To amend the EOBT to a *later* time, a DLA (or CHG) message shall be sent to IFPS.

To amend the EOBT to an earlier time, a CNL message shall be sent to IFPS followed five minutes later by a new flight plan with the new EOBT indicated.

**Note: The replacement flight plan procedure shall not be used.**

#### **2.3 Procedure for Modifying the EOBT of a Flight, Which Has Received an ATFM Slot.**

AOs should note that an EOBT should not be modified simply in response to any possible delay due to an ATFM slot. If the EOBT established by the AO can no longer be met for reasons other than ATFM, then:

If the EOBT of a flight has changed or is no longer realistic then the following procedure shall be used:

- If a flight has an ATFM slot (CTOT) which cannot be met, then the AO shall send a DLA (or CHG) message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT.
- If a flight has an ATFM slot (CTOT) with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable then a DLA (or CHG) message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT with a worse delay, the following formula shall be used:
  - Take the current CTOT, minus the taxitime, minus 10 minutes and send the new EOBT, which must not be after this time e.g. EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxitime is say 15 minutes. 1100 – 15, minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT. However, as CFMU systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxitime.
- If a flight has had an ATFM slot (CTOT) but now receives an SLC (Slot Cancellation Message) but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA (or CHG) message. ATC/ATFM will now have the "true" EOBT of the flight
- AOs are strongly requested not to use the SRR message (shortly to be deleted from use) to obtain a new ATFM slot (CTOT) but to use the DLA (or CHG) message instead so as to ensure compatibility between ATC and ATFM data.

Some states outside the IFPS zone still require AOs to update the EOBT regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained above when doing this. Where it is known that ATC send departure messages (DEP) for all flights, then this DEP message will suffice.

**It is not possible to amend the EOBT to an earlier time than the EOBT given in the flight plan**, however, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

- i) The AO may ask the local ATC Unit (TWR) or the FMP to send a Ready (REA) message. In this case, the flight is considered as "ready to depart" from the filing time of the REA message.
- ii) The AO may contact Central Flow Help Desk who have the possibility to input an earlier EOBT into the TACT system (max – 30 minutes). Each case is treated on its merits and may be refused if it is considered that "abuse" is involved.

### **3. Use of STS/ Indicators in FPLs for ATFM Purposes**

Reference AIP Denmark, ENR 1.9 and the CFMU Handbook

#### **3.1 Introduction**

Since the introduction of the Central Flow Management Unit (CFMU) it has been possible for flight plan originators to obtain exemptions from ATFM regulations for certain flights through the use of STS/ indicators in FPLs.

However, the frequent inappropriate use of STS/ indicators by certain originators has resulted in a significant cost to other users. As a consequence, the CFMU has been authorised, through its international co-ordination machinery, to change the way in which specific flights are to be treated by the CFMU systems in respect of ATFM exemptions. This change, together with the establishment in National Administrations of the necessary approval processes for individual flight requests, is to take place with the next release of CFMU software scheduled **for implementation on the 24th April 2002.**

The following principles will apply:

- The insertion of an STS/... indicator in field 18 of a Flight Plan will identify that a flight may require special handling. This indicator is for use by all parties which may have to handle the flight;
- The current list of STS/ indicators recognised for ATFM purposes comprises STS/HEAD; STS/SAR; STS/EMER; STS/STATE; STS/HUM; STS/HOSP;
- A new STS/ indicator, STS/ATFMEXEMPTAPPROVED, is to be introduced which may only be used if that particular flight has received specific approval from the Office established by the State for processing such requests;

It should be noted that:

- Only STS/HEAD; STS/SAR; STS/EMER and STS/ATFMEXEMPTAPPROVED will in future gain automatic exemption from ATFM measures;
- Flights using only STS/STATE; STS/HUM or STS/HOSP will no longer automatically qualify the flight for exemption from ATFM measures.

Further information on the use of STS/ indicators for ATFM purposes may be found in the CFMU Handbook, ATFM Users Manual, published by the CFMU.

### **3.2 Rule of Application for the Use of STS/ATFMEXEMPTAPPROVED**

The following rule shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the EUROCONTROL CFMU. It is intended to ensure that flights, which by the nature of their mission, cannot under any circumstances, be delayed due to ATFM. It is based on the ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) and on existing material in the CFMU Handbook.

It should be noted by all users that any flight which obtains exemption and which may have otherwise been delayed, will have that delay passed on to other flights. It is essential, therefore, that use of the exemption facility shall be properly controlled and policed so that genuine priorities may continue to operate without ATFM delay. To this end, this Rule of Application is implemented and applies to all flights operating within the CFMU area of responsibility.

### **3.3 Approval to Use STS/ATFMEXEMPTAPPROVED.**

Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval procedure has been followed and the flight duly authorised by the Office established by the State for processing such requests, use STS/ATFMEXEMPTAPPROVED for that flight and that flight only. Each flight shall require specific approval to use STS/ATFMEXEMPTAPPROVED.

### **3.4 Guidelines for Determining the Need for the Use of STS/ATFMEXEMPTAPPROVED for an Individual Flight**

- Is the safety of human life involved? This means that if the flight does not operate without delay a human life or lives may be lost. Such flights shall require specific medical/UNHCR authorisation in support of their request;
- Is the person or are the persons on board a flight on State business of such importance that the flight cannot accept any delay?
- Is the mission of the flight being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission?

If the answers to any of the above questions is yes, then the flight may apply for approval to use STS/ATFMEXEMPTAPPROVED through the procedure specified in paragraph 3.5 of this AIC.

### **3.5 Procedure for Requesting Approval for the Use of STS/ATFMEXEMPTAPPROVED**

The operator of a flight seeking approval to insert the indicator STS/ATFMEXEMPTAPPROVED in Field 18 of a flight plan for a flight departing from an aerodrome within København FIR and Bornholm TMA (Malmö FIR) shall obtain prior permission from Supervisor EKDK ACC a minimum of 2 hours in advance of the flight.

Supervisor EKDK ACC may be contacted (H24) as follows:

Phone: +45 32 50 11 15

Fax: +45 32 50 74 66

e-mail: supa@naviair.dk

SITA: N/A

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