



AIC B-08 / 03. Flight Activation Monitoring

1. Description

1.1 With the development of the ETFMS system, the CFMU is now receiving updates on flights once they are departed. These updates are provided by the ATC systems and based on ATC radar and flight plan updates. The benefit of this information is a better knowledge of the present traffic situation, but also a better prognosis of the future.

1.2 Another benefit is that for places where such updates are received, their absence should mean that a flight is not yet airborne at its expected take-off time and therefore that its take-off time is still in the future.

1.3 To get the best of it and to improve the prognosis of the traffic pattern, the CFMU has developed and evaluated Flight Activation Monitoring (FAM) – a tool which:

- Monitors flights which should have departed
- Takes action on these flights through an internal to CFMU update of the Take-off time (internal shift), as to improve the forecast.
- Suspends them, after a time parameter unless a message, which confirms that the flight is airborne, has been received in the meantime.
- Informs the AOs and local ATC of the suspension enabling them to react.

1.4 The expected results are to provide a better forecast of the traffic situation, to release the slots unduly occupied by these flights and to create an incentive for the Aircraft Operators to update their flights in due time.

1.5 Flight Activation Monitoring will improve the traffic load counts and enable a more efficient use of the available capacity.

2. Details

2.1 Flight Activation Monitoring is applicable on flights, departing from and/or landing at areas where CPRs (Correlated Position Reports, i.e. ATC surveillance derived data) are received by the CFMU.

2.2 It applies to all flights regulated or non-regulated.

2.3 FAM does not affect flights departing from and landing in other areas, irrespective if they fly through CPR covered areas or not.

2.4 Reliable CPR coverage is an essential requisite for FAM to be applied. ETFMS (TACT) monitors the frequency of reception of CPRs. If the transmission of CPRs from a source (Entry Note) is interrupted, the process is stopped and flights are no longer 'shifted' or 'suspended' by FAM. When CPR coverage in this particular area is not at the level considered as 'safe', then FAM is deactivated for this area.

2.5 FAM can be activated/deactivated per Entry Node, which is one or several per State. This can be done dynamically in ETFMS (TACT).

2.6 A flight is considered to be active in ETFMS (TACT) following reception of any of the following messages – DEP, FSA, CPR, APL, ACH, APR and ARR.

2.7 Flights that are 'shifted' due to FAM do not receive a message from CFMU to this effect, they are simply 'moved' in ETFMS (TACT). Flights that have been suspended by FAM, will receive a FLS message with the comment "Not reported as airborne".

2.8 Example of FLS message sent due to FAM :

- TITLE **FLS**
- ARCID ABC1234
- ADEP LPPR
- ADES LPPG
- EOBD 020514
- EOBT 0500
- COMMENT **NOT REPORTED AS AIRBORNE**
- TAXITIME 0012

2.9 It is important to note that if a regulated flight is 'shifted' by FAM, its CTOT remains unchanged.

3. Procedures

3.1 When the Aircraft Operator and the Tower of Departure receive an FLS due to the above process, the following cases may occur:

3.1.1 The flight is still effectively on the ground either on stand or already taxiing:

- The aircraft operator should ensure that the flight plan is re-initiated by sending a DLA message with a correct EOBT. ETFMS (TACT) will then respond with a DES or SRM message depending if the flight is non-regulated or regulated respectively.
- The tower of departure should not let the aircraft start-up/depart before such a message (DES or SRM) is received.

Note: All effort shall be made by the Tower to ensure that all flights, regulated or not, comply with their CTOT/TOTs, taking into account the respective taxiing/holding/sequencing requirements.

3.1.2 The flight is already flying:

- No action is needed from the Aircraft operator or from the Tower of departure. The flight will automatically be de-suspended at the reception of one of the above messages (DEP, CPR, FSA etc).

Note: The continuous re-occurrence of the above may mean a lack of proper information sent to CFMU. Possible solution would be in a DEP message sent by the departure aerodrome.

4. Area of Application

4.1 All users will be notified by CFMU/FMD by means of AIM whenever an area will have Flight Activation Monitoring enabled. At this time two test dates has been decided, *March 26 and April 2 between 0900-1400 UTC*

4.2 The effect of these areas being FAM-enabled means that all flights which are departing from or arriving at these areas will be affected by Flight Activation Monitoring.

4.3 For flights departing from these areas and going to any other area, Flight activation monitoring will start at ETOT/CTOT.

4.4 For flights departing from non FAM-enabled and landing at aerodromes in FAM-enabled areas, the process will rely on the entry point of the first safely covered CPR -covered area. FLS may be sent to these flights landing inside, although departing outside.

5. Questions

5.1 Questions can be forwarded to
NAVAIR
FMP position
TEL: 32 47 82 09

(LL)