

AIC-A 07/03. CFMU 9.0 UPGRADE**FORTHCOMING CHANGES DUE TO CFMU SOFTWARE UPGRADE****1. INTRODUCTION**

1.1 With effect from 20th May 2003 the CFMU will implement a new software release of its Enhanced Tactical Flow Management System (ETFMS).

1.2 The purpose of this AIC is to inform users of the CFMU service of the impact and changes in procedures that will be required as a consequence of the software upgrade.

2. ATFM ISSUES**2.1 Changes to EOBT by DLA/CHG**

2.1.1 Any changes of EOBT for both regulated and non-regulated flights must be notified **only** by means of DLA/CHG to IFPS. Updates to EOBTs through SRR to ETFMS will no longer be permitted.

2.1.2 Flight Plan originators are reminded that all changes to EOBT of more than 15 minutes must be notified to IFPS.

2.2 Flight Activation Monitoring (FAM)

2.2.1 In order to improve the accuracy of the data used for operational Air Traffic Flow Management purposes, CFMU will progressively introduce Flight Activation Monitoring (FAM), as notified in AIC B 08 / 03 of 24 January 2003. The area of applicability of FAMs will be that from which Correlated Position Reports (CPRs) are received by ETFMS from ATC systems.

2.2.2 ETFMS expects flights to be airborne, based on the filed EOBT or the ATFM slot departure time issued by the CFMU. Those flights that are not notified as being airborne through ATC update messages within 30 minutes of the expected time will receive a Flight Suspension (FLS) message from ETFMS

2.3 NEWEOBT and NEWEOBD fields

Due to the changes made in several messages and the mandatory use of the DLA/CHG messages to modify the EOBT in Flight Plans, the fields NEWEOBT and NEWEOBD are no longer relevant. These fields will be withdrawn from all ATFM messages.

2.4 Withdrawal of FSH Message

With the implementation of new software, the management of "exceptional conditions" will be through ATFM Slot messages instead of Flight Shift Message. The FSH message will no longer be used.

2.5 Re-route proposal message (RRP)

This RRTEREF field in RRP messages currently provides the route number in the CFMU route catalogue. Due to the introduction of new mechanisms to generate alternate routes this reference is not always relevant. With effect from the new release the route number will be provided **only** if a route exists in the CFMU route catalogue.

2.6 Notification of ATFM Restrictions

A new CFMU code "V" will be added in the list of regulation reasons, to identify the regulations concerned with the conservation of the environment. The corresponding IATA code will be the existing **89** for departure airport ('Restriction at airport of departure') and will be the existing **83** for destination airport ('ATFM due to restriction at destination airport').

3. FURTHER INFORMATION

Further information concerning the CFMU and its systems can be found on the CFMU web site at www.cfm.eurocontrol.int

Questions related to this AIC can be forwarded to:

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