

AIC A-02/2000. (Ændring af flyveplan- og TACT meldinger) Updating of the Central Flow Management Unit (CFMU) system, March/April 2000.

(Denne AIC udgives kun på engelsk og henvender sig til brugere der flyver efter Instrument Flyve Reglerne (IFR). Den af Statens Luftfartsvæsen udgivne publikation af marts 1998, "Vejledning vedrørende Flyveplaner og AFTM TACT-meldinger" vil snarest blive opdateret)

1. General introduction

This AIC describes some of the new or modified functionalities and advantages of this CFMU 6.0 software release.

The 6.0 release does not comprise one single major development, but includes several changes arising from several sources e.g. the different users of the system or from The European Air Traffic Management Programme.

Reference AIP Denmark (ENR 1.9) and CFMU Handbook

2. Amongst the major modifications:

- Modification in the Ready process.
- Improvements in the Standard Routing Scheme (SRS).
- Improvements in the Standard Instrument Departure/Standard Terminal Arrival Route (SID/STAR) processing.
- Improvements in the CFMU Route Catalogue management.
- Implementation of a Test Flight plan system
- Development of a Pre-Tactical system.
- Coding of regulation causes.
- Better monitoring of Traffic Volumes

3. The Functions are described for each CFMU system:

1. CFMU – Tactical System (TACT)
2. Repetitive Flight Plan (RPL)
3. Integrated Initial Flight Plan Processing System (IFPS)
4. Remote Client Application (RCA)

4. Description of the modifications:

4.1 TACT (implementation 30 March 2000)

- a) Effectiveness of the Airport
The objective is for a better management of the **CTOT** shortly before the departure.
- b) Ready For Improvement (RFI) status
This is to allow flights to receive improvements directly via SRM, without the AO sending a message
Please note: The RDY message will no longer be available
- c) Ready For Improvement (RFI) Message
The objective is to enable AO/ARO to set a flight to the Ready For Improvement (RFI) status.
- d) SIP (Slot Improvement Proposal Message) Wanted Message (SWM)
The objective is to enable AO/ARO to suppress the RFI status for one flight
- e) Ready (REA) Message
The objective is to enable ATC to send a message informing the CFMU that a flight is ready to depart before its original EOBT. It may also be used after the EOBT to indicate that the TAXITIME of this flight is reduced, e.g. that apron is closer to the runway

- f) Management of big delay
The objective is to avoid a big delay whenever possible and to improve with priority the flights experiencing big delays
- g) Modification of the usage of pending rates
The objective is to reserve the pending rates to flights modified after Slot Issue Time (SIT)
- h) Flight Shifted (FSH) Message
The objective is to reduce the misunderstanding, which arises with the FLS message, when a NEWEOBT is allocated, a new Flight Shifted (FSH) message is created.
- i) Cause of a Regulation
The objective is to Provide on-line information concerning the reason behind a restriction to the external users. A new ADEXP field -REGCAUSE will be introduced.
- j) Enhancement of the ATFM message distribution
The objective is to allow an aircraft operator to receive a copy of the ATFM messages when another company operates their flights.

4.2 RPL (implementation 4 April 2000)

- a) RPL processing at **non-AIRAC** dates.
The objective is to provide a greater flexibility to the RPL and Route Catalogue teams by permitting the re-processing of RPLs at dates other than those connected with the AIRAC changes.

4.3 IFPS (implementation 6 April 2000)

- a) CHG message to permit modification of an EOBT
The objective is to enable more flexibility in the handling of flight plan messages, by permitting changes to an EOBT messages within a CHG message
- b) Accept FIELD 18 Element DOF/ in associated messages
The objective is to permit IFPS to accept FIELD 18 element DOF/ in associated messages (CHG, DLA, ARR, CNL, and DEP) and to use it for association purposes.
- c) Put the originators address in the distributed FPL
The objective is to enable system users to identify the true originating address of the FLP
- d) Address ADES for mixed IFR/VFR flights
The objective is to address a FPL to the destination aerodrome (or associated address) in cases where a mixed IFR/VFR flight is VFR for the final portion of the route.
- e) FPL validation system
To provide a validation IFPU that will enable external clients to file trial flight plans without impacting upon the operational systems, and to reduce non-operational FPLs in IFPS.

4.4 RCA and Route Catalogue (implementation 30 March 2000)

The advantage of this improvement will be the use of CFMU – Remote Client Application (RCA), assistance to flight plan filing, easier and more efficient management of the regulations for the FMPs, and improvement in the management of the Route Catalogue.

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