

Tasks and responsibilities of States in ECAC

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background



Focus

“A European success story” 10 years of the CFMU 1995 - 2005

The CFMU is a remarkable achievement of which all players can feel justly proud: It is a cooperative effort that continues to this day and must continue into the future to ensure that the dramatic increases in demand for airspace do not result in Europe’s skies becoming congested once again.

The origins – 1980s

Volume of air traffic in Europe grows steadily resulting in worsening delays

- Many flights incur delays greater than 1/2 hour.
- Many disruptions in ATM.
- ATC does not trust the ATFM system.

ICAO develops the Centralised Traffic Management Organisation concept:

- A Central Flow Management Unit (CFMU).
- A Flow Management Position (FMP) in each Air Traffic Control (ATC) Centre.

October 1988

The Transport Ministers of the ECAC States decide to implement the concept and to create the Central Flow Management Unit.

The management of this project is entrusted to EUROCONTROL.

4 July 1989

EUROCONTROL Permanent Commission’s approval.

The Agency set up a CFMU Project Team.

The build-up – 1990s

October 1991

Participation in pre-tactical operations begins with the issuing of the first single, daily ATFM Notification Message, replacing a multiplicity of messages.

February 1994

Full pre-tactical operations for the ECAC States with the move of the CFMU into a new purpose-built complex at Haren, Brussels.

28 April 1994

Start of flight plan collection by IFPS (The FPL capture is a prerequisite for Tactical ATFM).

27 April 1995

The CFMU starts its initial tactical ATFM operations. CFMU takes over the management of air traffic flows over France and Switzerland with the transfer of the French CORTA (Cellule d’organisation et de régulation du trafic aérien) to the CFMU’s Central Executive Unit (CEU).

9 November 1995

The CFMU expands its tactical operations to cover the airspace of 25 European States (following the transfer of the Frankfurt FMU operations to the Brussels-based CFMU which started up in October 1995). 40 air traffic control centres in Europe are now coordinating their respective traffic flows directly with the CFMU.

At the same time, the UK authorities authorise the CFMU to manage part of the international traffic flow entering UK airspace.

14 January 1996

All remaining UK tactical operations are transferred to the CFMU.

1 February 1996

Transfer of the activities of Rome FMU.



Ministerial meeting
MATSE 1988 Frankfurt

Croatia

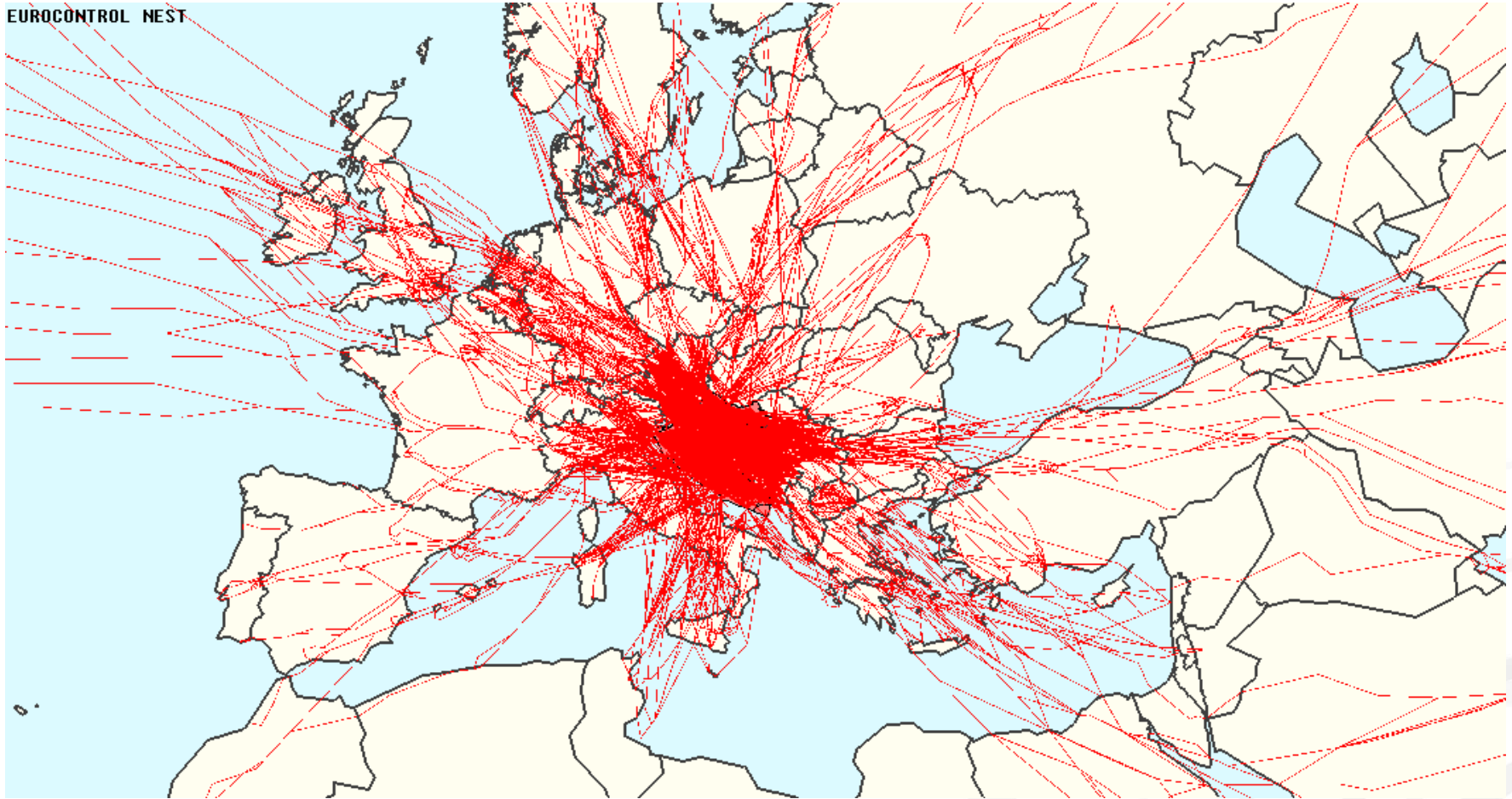
EUROCONTROL NEST



200NM

CONTROL

Croatia



background

- Centralised Flow Management implemented in 1996. with inauguration of CFMU
- Today mandated in EU with IR 255/2010
- With clear and foremost interest of the Network (EATMN)

There is a clear interest of the Parties to exchange data in the context of the Air Traffic Flow and **Capacity** Management and of the Enhanced Tactical Flow Management System to improve the quality of the ATFM functions

tasks/responsibilities of a state

- ATFM IR 255/2010 - common rules on air traffic flow management
- More recently Regulation 2017/373-common requirements for providers of ATM/ANS and Network functions
- with a view to optimizing available capacity in the use of airspace and enhancing ATFM processes
- ATFM function is available to all stakeholders in State
- uniform application of specific rules and procedures within the airspace of the Single European Sky is critical
- EUROCONTROL mandated to develop implementing rules for ATFM in EU

tasks/responsibilities of a state

- ATFM IR 255/2010 lays down the requirements for ATFM in order **to optimize the available capacity** of the European air traffic management network and enhance ATFM processes.
- Governing implementation of ATFCM function in ECAC States
- Describes rules and responsibilities of different stakeholders involved in ATFM

- Airspace Users

- AIS

- ASM Entities

- Central and Local ATFM Units

- State NSA's

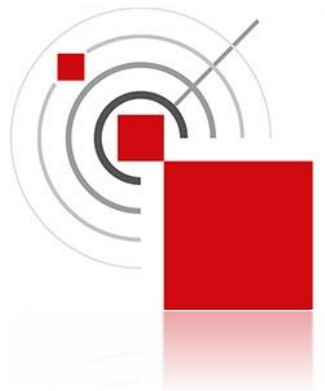
- SLOT Coordinators and Airport Managing Bodies

- Approved Agencies

tasks/responsibilities of a state-ANSP

- Responsibility is on State – NSA ensures implementation and monitoring
- Many of these tasks end up on ANSP level
- Oversight/Audits during implementation and later, documentation
- Working together with NSA to achieve best situation for Network and Users – own example with ATFMX
- Initially, some requirements of IR255 unclear = Responsibilities Document published
- ATFM Function in each State described in AIP ENR1.9

- To keep Efficiency and Performance at high level,
- ANSP is required to monitor, but the State (NSA) produces Reports on all the required and monitored tasks
- These are also monitored by NM (NMIR)
- There is also a post-ops Adjustment Procedure to ensure fairness
- Regulation is not bulletproof – eg. LDZL Slot Adherence in RP2



Thank you for your attention!

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