

The regulatory framework in Europe

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ATFM Workshop

Kathmandu, 12.-14.Nov.2019.

Top-down approach in Europe with many Regulatory Requirements described in a number of documents:

- Annex 2 - **ICAO Document 4444** ATM/501 - **Procedures for Air Navigation Services** – Air Traffic Management (PANS-ATM)
- ICAO Document **7030/4** - **European Regional Supplementary Procedures**
- REGULATION (EU) **2150/2005** - Common Rules for the **Flexible Use of Airspace** (FUA)
- COMMISSION REGULATION (EU) No **255/2010** laying down **common rules on ATFM**
- Commission Regulation (EU) No **691/2010** - **performance scheme** for air navigation services and network functions
- Regulation No **2096/2005** - common requirements for the **provision of ANS**
- Commission Regulation (EU) No **677/2011** detailed rules for the implementation of **ATM network functions**
- EUROCONTROL as the **Network Manager** for network functions of the single European Sky
- Network Operations Handbook
- and many more....

tasks/responsibilities of a state

- Member States essential security and defense policy interests are safeguarded
- ATFM measures are based on principles laid down by ICAO
- Requires consistent procedures to be established for the cooperation between the parties involved in ATFM function = Collaborative Decision Making CDM
- Regulation requires that all involved are informed, and take part in decisions, with the interest of the Network in the first place.
- **For South Asia:** In implementation of ATFM this hierarchy must exist and be clear and acceptable to all parties
- No central unit, but central data system

tasks/responsibilities of a state

- **Member States shall ensure** that a local ATFM unit is established and equipped to a common minimum level and established in each **designated area** within the single central unit for flow management
- Member States shall ensure that each designated area in the central unit for ATFM area of responsibility shall designate a local ATFM unit manager.
- The local ATFM unit manager shall be responsible for all ATFCM activities in the designated area and within its area of responsibility.
- Flow Management Position (FMP) in every local unit (ACC), and is connected to NMOC

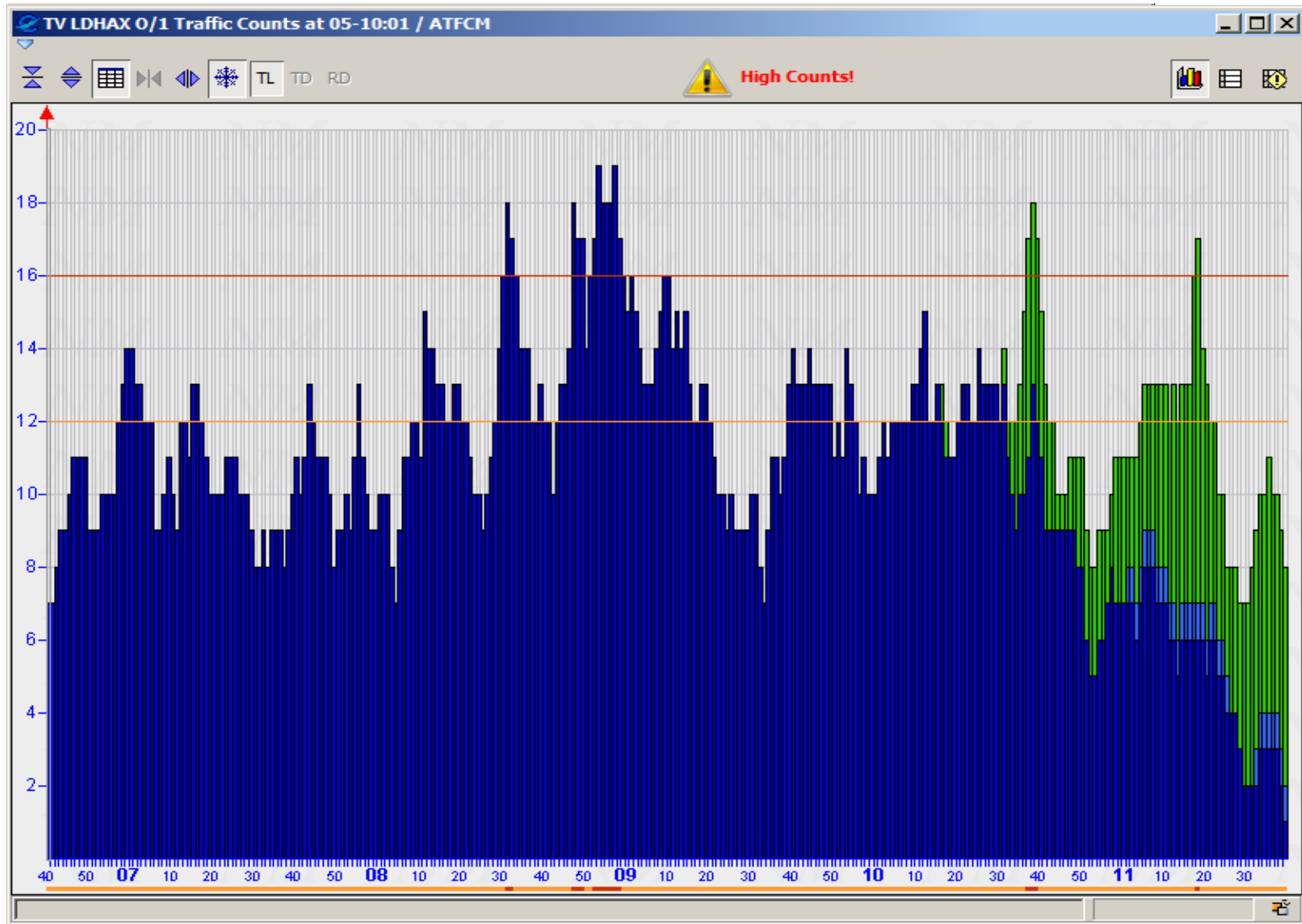
Monitoring

- Monitoring and reporting on all aspects is required to run an **efficient ATFM service**:
 - DELAY per flight
 - SLOT Adherence
 - EXCLUDED Flights
 - SUSP and Re-activated Flights
 - Missing and multiple FPL's ...
- Working methods and operating procedures must be compliant with Regulation 255/2010
- Monitoring these governs the efficiency and predictability of ATFM
- Monitoring task performed by NSA, who is in turn monitored by EASA

Responsibilities of ANSP/FMP

- Operational Responsibilities are described in Agreement NM has with each ANSP
- Every ANSP has local ATFM unit = **FMP** and SPOC=**FMP Manager** in AoR
- Initially, NM was responsible for TL monitoring in ECAC
- With time, full responsibility adopted by ANSP's, updated and described in LoA
- FMP major Tasks:
 - Continuously monitor traffic demand (TD)
 - Compare TD with Capacity
 - Propose optimum Configuration to SUP
 - Monitor difference in Actual vs Initial
 - Make and publish D-1 plan
 - Activate ATFM Measures (CDM + on-time)
 - Notify NM of changes in TV's, capacities, CONF...

Why is all this important = Predictability



Data exchange requirements:

Most State Responsibilities are normally delegated to ANSP:

- availability of airspace and route structures – through **AUP/UUP**
- ATS unit **sector configurations and activations** – revised at D-1 and D
- Aerodrome **TAXI times** – updated regularly by FMP on TACT
- **ATC sector and Airport capacities** – updated regularly by FMP
- Route availability through **RAD**
- Updated flight positions, deviation from FPL, **Flight Progress Messages**
- Airspace availability including availability through application of flexible use of airspace - FUA
- Actual take-off times for all flights departing AoR...

The data shall be made available to all stakeholders and provided free of charge to, and by, the Central Unit for ATFM

Responsibilities of ANSP/FMP

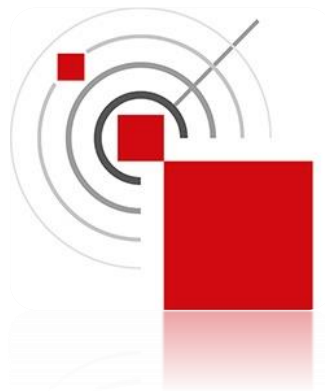
- When an ATFM measure has to be applied, ensure the optimization of the overall performance effects on the EATMN.
- If Measure is applied on Airport, ANSP must ensure it is coordinated with Airport Operator
- ATS units shall notify of all events that may impact ATC capacity or air traffic demand.
- Contingency Procedures are defined and published

In short - what we give

- timely exchange of Operational Data (ENV/CACD-sectors, config's, MV's...)
- Flight progress Messages (FAM, CPR...)
- Commitment to the Network interest
- We summarize and provide relevant Local Information to benefit the Network
- Ultimately we give capacity for the Network

In short - what we get

- Flight plan distribution, Load Management and CRCO
- Coordination and interoperability for greater efficiency
- CHMI and evolutions (situational awareness)
- Wonderful tools (NEST, DDR2, NOP, LSSIP...)
- Participation in Expert Level Groups, SESAR and like projects...



Thank you for your attention!

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