ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

1. Objective

The ATFM Service, established in accordance with ICAO principles (special EUR RAN meeting 1980), aims to ensure MAX use of AVBL ATC capacity in circumstances where traffic demand exceeds this capacity.

2. Application

If, despite all steps having been taken to avoid such a situation, traffic demand in a given area still exceeds AVBL ATC capacity, the slot allocation procedure (SLAP) will be applied. Whenever ATFM measures are in force, they are published by the NM (Network Manager) EUROCONTROL Brussels, in the form of an ATFM Notification Message (ANM). The ANMs are AVBL on the NM NOP Portal via the following link:
URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

The following FLTs are exempted from ATFM slot allocations:

a. FLTs carrying Heads of State or equivalent status (STS/HEAD);
b. FLTs conducting SAR operations (STS/SAR);
c. FLTs used for a life critical medical EMERG evacuation (STS/MEDEVAC);
d. FLTs used for fire-fighting (STS/FFR);
e. FLTs APV for exemption from ATFM measures by the appropriate ATS authority (STS/ATFMX).

2.1 RULE OF APPLICATION FOR THE USE OF STS/ATFMX

The following rule shall be applicable to all FLTs seeking to gain exemption from ATFM measures within the Network Management ATFM area. It is intended to ensure that FLTs, which by the nature of their mission, cannot under any circumstances be delayed, are not delayed due to ATFM. It is based on the ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) and on existing material in the Network Operations Handbook.

Any FLT meeting the criteria established to warrant exemption status may, provided the necessary APV procedure explained in paragraph ENR 1.9.2.3 has been followed and the FLT duly authorised, use STS/ATFMX for that FLT and that FLT only. Each FLT shall require specific APV to use STS/ATFMX.

It should be noted by all users that any FLT which obtains exemption and which may have otherwise been delayed, will have that delay passed on to other FLTs. It is essential therefore, that use of the exemption facility shall be properly controlled and policed so that genuine priorities may CONT to operate without ATFM delay. To this end, this Rule of Application is implemented and applies to all FLTs operating within the Network Management ATFM area.

2.2 GUIDELINES FOR DETERMINING THE NEED FOR THE USE OF STS/ATFMX FOR AN INDIVIDUAL FLIGHT

- Is the safety of human life involved? This means that if the FLT does not operate without delay a human life or lives may be lost. Such FLTs shall require specific medical/UNHCR AUTH in support of their request.
- Is the person or are the POB a FLT on State business of such importance that the FLT cannot accept any delay?
- Is the mission of the FLT being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission?

If the ANS to any of the above questions is yes, then the FLT may apply for APV to use STS/ATFMX through the procedure specified in paragraph ENR 1.9.2.3.

2.3 PROCEDURE FOR REQUESTING AUTHORISATION FOR THE USE OF STS/ATFMX

The operator of a FLT seeking APV to insert the indicator STS/ATFMX in Field 18 of a flight plan departing from an AD within Switzerland shall obtain prior permission from skyguide AIM Service Center Zurich, a MNM of one HR in advance of the FLT.

Phone: +41 (0) 43 931 61 95

2.4 REQUEST FOR START-UP CLEARANCE FOR NON-REGULATED FLIGHTS

A start-up clearance for non-regulated FLTs will only be granted within +/- 15 MIN of EOBT.

3. Flight plan filing procedure

For FLTs which are subject to ATFM measures, the following rules shall apply:

a. A FPL shall be filed a MNM of three HR before EOBT.

b. Any delay of more than 15 MIN shall be subject to a DLA. Negative DLA's (anticipation of the EOBT) are not permitted. The correct procedure for bringing an EOBT forward is to issue a CNL, and then re-file a new FPL.

The detailed procedures are described in "flight planning" in ENR 1.10.

4. Slot allocation procedures

Receivers of Slot Allocation Messages (SAM) are required to comply with the issued DEP slot Calculated Take-OFF Time (CTOT). Slot tolerances parameters are CTOT -5 / +10 MIN. Request for amendments to SAMs, when so required, are to be made using the ATFM message exchange mechanisms (SRR, SRM, SPA) published in the NM Handbook. ACFT operators (AO) not equipped with the appropriate means to reach the NMOC (Network Management Operations Center), shall contact the relevant position.
CASA system will consider, by default, all FLTs in RFI (ready for improvement) status. If Aircraft Operators want to change a flight status in the system, they have to contact the relevant position and ask for SWM (SIP wanted message) status. Aircraft Operators will then have to accept or refuse any slot improvement.

- **For Geneva CTA:**
  ATM Support
  Phone: +41 (0) 22 747 13 44
  local AD network extension: 43 44
- **For Zurich CTA:**
  FMP Zurich
  Phone: +41 (0) 43 931 69 62

5. Requirements for the use of a ready message

Every Aircraft Operator has to contact GND (at GVA) or TWR (on regional airports) to send a READY (REA) message. If doors are closed and the flight is ready to depart, the TWR will inform the FMP accordingly.
For aircraft departing from Zurich, refer to the specific A-CDM process in use (AD LSZH 2.20 local air traffic regulations 3.3.2.1).

Permission may not be granted due to DEP sequencing during rush HR, when MNM line-up time will be increased.

A REA may be sent between EOBT MS 15 MIN and the CTOT of the FLT. When the REA is filed before the EOBT, the FLT is considered as having a new EOBT at this filing time.

6. AIRSPACE MANAGEMENT (ASM)

6.1 Objective

Airspace Management is any ACT provided for the purpose of achieving the most efficient use of airspace based on actual needs and, where possible, avoiding PERM airspace segregation. Airspace Management is based on European Civil Aviation Conference (ECAC) principles, namely the concept of Flexible Use of Airspace (FUA).

6.2 Airspace structures

6.2.1 Permanent ATS routes

The PERM ATS route network consists of all permanently designated routes which are not subject to daily management and which can only be CLSD under specific conditions known well in advance. Closure will be published by AIP SUP or NOTAM, e.g. for large scale MIL EXER.

6.2.2 Conditional Routes (CDR)

CDR are designed to complement the PERM ATS route network and to allow FLTs to be planned on ATS routes, or portions thereof, that are not always AVBL. CDR are generally established through areas of potential TEMPO allocation identified under the generic term "AMC-manageable areas" (TRA, TSA and AMC-manageable restricted/danger areas.)

CDR are divided into three different categories according to their foreseen availability, their FLT planning potential and the anticipated level of ACT of the associated AMC-manageable area(s).

A CDR can be established in one or more of the following categories:
Category One (CDR 1) - permanently plannable CDR

- CDR 1 are CDR expected to be AVBL for most of the time, during the time period published in the AIP.
- CDR 1 will be FLT-planned in the same way as PERM ATS routes, during the times published in the AIP.
- Any foreseen unavailability of CDR 1 will, when practicable, be properly notified.
- In the event of a short notice unavailability of a CDR 1, re-routing around an associated AMC-manageable area will be made on instruction by ATC.

Category Two (CDR 2) - non-permanently plannable CDR

- CDR 2 are part of pre-defined routing scenarios which respond to specific capacity imbalances.
- FLTs may only be planned on CDR 2 in accordance with conditions published daily.

Category Three (CDR 3) - not plannable CDR

- CDR 3 are published in the AIP as CDR usable on ATC instructions only.
- FLTs will be re-routed on CDR 3 on instruction by ATC as short notice routing proposals.

Details of the availability, conditions and use of CDR 2 in the ECAC area will be available in the EAUP (European Airspace Use Plan) which is published daily in the NM NOP Portal and disseminated via eAMI messages (electronic Airspace Message Information) for those operators using the NM B2B service for flight planning purposes.

6.2.3 Temporary Reserved Areas (TRA)

TRA are defined volumes of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under clearance by ATC. TRA permit activities requiring TEMPO reservation to be allocated on the day before operations. This allows the AMC to make AVBL, if required, CDR outside the planned HR of associated TRA.

The TRA concept encompasses all airspace reservations (TRA/TSA) and restrictions (restricted or danger areas) that are managed and allocated the day before operations by AMC. They are identified as ”AMC-manageable areas” in the relevant part of the AIP.

The planned ACT and conditions for the use of TRA/TSA and AMC-manageable danger or restricted areas will be published daily in the national ”Airspace Use Plans” (AUP).

6.2.4 Temporary Segregated Areas TSA

TSA are airspace of pre-defined dimensions within which activities require the reservation of airspace for the exclusive use of specific users during a determined period of time and through which other traffic will not be allowed to transit.

6.2.5 Cross Border Areas (CBA)

CBA is a TSA established over international boundaries to meet specific operational needs.

6.3 Airspace-use planning procedures - Approved Agencies (AA)

Defined Air Force and army units, as well as civil ATC units, known as Approved Agencies (AA), are authorised to utilise TRA, TSA or AMC-manageable restricted and danger areas or CDR respectively.
FOCA may, O/R and under certain conditions, issue the status of an AA to other potential airspace users (e.g. directors of glider camps for TEMPO glider zones and directors of HEL enterprises for intense aerial work). Requests for airspace allocation shall be made to the AMC.

6.4 Airspace Management Cell (AMC)

REF: GEN 3.3.6.3

A joint CIV/MIL AMC is established to conduct the day-to-day management and TEMPO allocation of national airspace in accordance with user requirements.
AA responsible for airspace activities will submit requests for allocation of airspace (TRA/TSA) or routes (CDR) to the AMC by 1000 on the working day before operations, at the latest.
Airspace allocation (TRA, TSA, ...) and CDRs are sent before 1500 (1400) to NMOC in a daily Airspace Use Plan (AUP). The national AUP will be published to cover the 24 hours time period between 0600 the next working day to 0600 the day after.

AMC will submit the AUP to NMOC and to AA.

6.5 European Airspace Use Plan (EAUP)

Network Management Operations Center will daily consolidate the national AUPs/UUPs on airspace and route availability within the ECAC area and publish it on the NM NOP Portal as EAUP/EUUP.

The EAUP will contain the list of available CDR 2 and additionally, when applicable, of foreseen period(s) of non-availability of CDR 1. The EAUP will also contain area activations. The EAUP will cover the 24 hours time period between 0600 the next day to 0600 the day after (D 0600 to D+1 0600).
The EAUP will be issued by the Centralized Airspace Data Function (CADF) each day after 1600 (1500).

6.6 Flight planning procedures

In order to take advantage of AVBL CDR, AO are invited to submit their flight plans in accordance with the following procedures:
CDR 1 will be plannable in the same way as PERM ATS routes for time periods published in the AIP. Any foreseen period of non-availability of CDR 1 will, whenever practicable be notified to the operators by the EAUP and NOTAM. In the event of a short notice unavailability of a CDR 1, flights will be instructed by ATC to use alternative routes. Operators should consider the implications of the possible use of the alternate ATS routes published for each CDR 1 in the column ”Remarks” of the AIP.
CDR 2 availability information in the daily EAUP may be used by Aircraft Operators for flight planning purposes. Aircraft Operators are also invited to refer to national AIP for additional information regarding the specific utilisation of available CDR 2. Flights on CDR 2 can only be flight planned when the CDR are made available.

The operator shall ensure that the latest flight plan information, including route changes and the use of CDR 2, pertaining to a particular FLT and duly notified to the appropriate agencies through the Integrated initial Flight Plan Processing System” (IFPS), is made AVBL to the pilot-in-command.