

**NOTICE
TO
AIR
NAVIGATION
SERVICE
PROVIDERS**

IRELAND

SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY
AVIATION HOUSE
HAWKINS ST
DUBLIN 2

NR S.19
ISSUE 1
DATE 15.09.11

Tel +353 1 6718655 Fax +353 1 6774068

Recent Legislative Change (4):

Implementing Rules for the Optimal Management of the European ATM Network

1. Purpose

This Notice to Air Navigation Service Providers (NASP) is to advise ANSP's of recent developments to Single European Sky legislation focused on European network-wide functions concerning the optimal management of the European ATM Network.

2. Introduction

A number of legislative developments have taken place to supplement the Single European Sky legislation specifically focused on European network-wide functions. The regulations aim to further optimise the available capacity of the European ATM network through the uniform application of specific rules and procedures within the airspace of the Single European Sky and the establishment of a Network Manager.

This Notice outlines significant points from the following legislation:

- Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management
- Commission Regulation (EU) No 677/2011 of 7 July 2011 laying down detailed rules for the implementation of air traffic management (ATM) network functions and amending Regulation (EU) No 691/2010.

3. Commission Regulation (EU) No 255/2010 (ATFM)

This regulation sets out the requirements for air traffic flow management within the airspace of the Single European Sky. The Regulation applies to all parties involved in the ATFM process (including aircraft operators, air traffic units, local and central ATFM units). The following key points should be noted:

- The required ATFM rules and procedures are based on the provisions laid down by ICAO as specified in the Annex to the Regulation;
- The governing principles for ATFM are identified in Article 3(2). These include the prevention of excessive demand and the optimisation of capacity. Local ATFM units and the central unit for ATFM are considered part of the ATFM function;
- General obligations for ATS units are defined in Article 6. These include requirements for the co-ordination and exchange of information between the ATS unit and the local or central unit for ATFM. ATS units are also responsible for providing the central unit for ATFM with specific ATFM related data in a “timely manner and ensuring its quality” as specified in Article 6(5). Air traffic control clearances must take due account of the ATFM measures and slots issued to flights;
- General obligations for operators are specified in Article 7;
- The regulation promulgates requirements aimed at improving the coordination between airport slot coordinators, the local and central ATFM units, ATS units and airport managing bodies (Articles 8 and 9);
- Obligations concerning critical events including requirements for coordinated contingency procedures are identified in Article 10;
- Requirements for the monitoring of compliance to ATFM measures is defined in Article 11. Specific reporting action requirements are identified “where adherence to ATFM departure slots at an airport of departure is 80% or less during a year”;
- Article 13 specifies the requirement that a safety assessment is conducted before any significant changes to ATFM systems are introduced “including an assessment of a safety management process addressing the complete lifecycle of the air traffic management system”;
- A number of additional requirements are identified in Article 14 including provisions to ensure operations manuals and working methods and procedures align with the Regulation.

The Regulation entered into force in April 2010 and the provisions “shall apply from 26 September 2011”.

4. Commission Regulation (EU) No 677/2011 (ATM Network Functions)

This regulation defines detailed rules for the implementation of ATM network functions¹ in order to allow optimum use of airspace in the single European sky and ensure that airspace users can operate preferred trajectories, while allowing maximum access to airspaces and air navigation services.

The Regulation applies to Member States, EASA, airspace users, air navigation service providers, airport slot coordinators and operating organisations at national or functional airspace block level.

The Regulation requires the establishment of a “Network Manager” to perform a number of functions including:

- The design of the European Route Network
- The coordination of scarce resources (specifically radio frequencies within aviation frequency bands and SSR transponder codes).

On 18th July 2011 the European Commission nominated Eurocontrol to undertake the role of European Network Manager.

Article 4 defines the “Tasks of the Network Manager”. In addition to tasks associated with the functions outlined above these include:

- Execution of the obligations of the Central Unit for ATFM;
- Provide support for network crisis management through the establishment of a European Aviation Crisis Coordination Cell (EACCC);
- The development, maintenance and implementation of a “Network Strategy Plan” and a detailed “Network Operations Plan”.

The regulation establishes the competences of the Network Manager and its relations with other parties including operational stakeholders, EU Member States and functional airspace blocks.

The Regulation entered into force in August 2011.

¹ In terms of existing regulations the following citation 20 of EU 677/2011 should be noted “The implementation of network functions should be without prejudice to Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports”.

5. Further Information

Requests for further information on the contents of this notice should be addressed to: ansdinfo@iaa.ie

An overview of the rationale and objectives of the SES II legislative package and further information on Regulations 255/2010 and 677/2011 is available from the Skybrary website: <http://www.skybrary.aero>

Eurocontrol Network Manager press release
<http://www.eurocontrol.int/press-releases/eurocontrol-nominated-europe-network-manager>

European Aviation Crisis Coordination Cell (EACCC)
<http://www.eurocontrol.int/articles/european-aviation-crisis-coordination-cell-eacc>

A Eurocontrol Network Management “fact sheet” is available from
<http://www.eurocontrol.int/documents/network-management-factsheet>

The regulations are available from the EC legislation site EUR-lex
<http://eur-lex.europa.eu/en/index.htm>

6. Issue Date: 15th September 2011

**Chief Executive.
Irish Aviation Authority.**

-000-