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Implementing Rules for the Optimal Management of the European ATM Network

1. Purpose

The purpose of this notice is to advise ANSP's of applicable Single European Sky legislation focused on European network-wide functions concerning the optimal management of the European ATM Network (EATMN).

2. Introduction

A number of regulations are in 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 and implementation of the Network Manager function.


This Notice outlines significant points from the following legislation:

- Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down a common rule on air traffic flow management (ATFM) as amended by
- Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012.
- Commission Implementing Regulation (EU) 2016/1006 of 22 June 2016.
- Commission Implementing Regulation (EU) 2017/2159 of 20 November 2017.
- Commission Implementing Regulation (EU) 2019/123 of 24 January 2019 laying down detailed rules for the implementation of air traffic management (ATM) network functions and repealing Commission Regulation (EU) No 677/2011.

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

This regulation sets out the requirements for ATFM within the airspace of the Single European Sky. The Regulation applies to all parties involved in the ATFM process (including aircraft operators, air traffic service units, aeronautical information services, airport managing bodies, local and central ATFM units, slot coordinators of coordinated airports. 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;

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- 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 have applied since 26 September 2011.

[End of Section 3]

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4. Commission Implementing Regulation (EU) No 2019/123 (ATM Network Functions)

This regulation defines detailed rules for the implementation of ATM network functions 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. It also lays down rules for managing network crises.

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


The Regulation addresses the appointment of the “Network Manager” function, which is entrusted with the following tasks:

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


Eurocontrol was appointed to undertake the Network Manager function for the period 1st January 2020 – 31st December 2029, under Commission Implementing Regulation (EU) 2019/709.

The following is a summary of specific articles from this Regulation -

- **Article 3** defines the components that constitute the network, which includes airports, the airspace structures and interfaces that connect them, along with the infrastructure and operational capabilities of the European ATM Network (EATMN), all of which serve the civil and military airspace users.
- **Article 4** specifies the process of appointing the Network Manager and the duties associated with this function following appointment.
- **Article 7** specifies the tasks assigned to the Network Manager function, which in addition to those already identified include -
 - Develop and provide an integrated European Route Network Design function.
 - Execution of the obligations of the Central Unit for ATFM;
 - Provide a central function for the coordination of applicable radio frequencies, including a central register to record all applicable radio frequency assignment data.
 - Coordinate the allocation of radar transponder codes.
 - 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” (addressed in Article 8) and a detailed “Network Operations Plan” (Addressed in Article 9).

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- Ensure that tools, processes and consistent data are available to support the cooperative decision-making process at network level and that such data is shared. This includes the Network Operational Portal (NOP) as referenced in Section 5 of this notice.
- **Article 11** requires that the Network Manager establish appropriate working arrangements with operational stakeholders, to monitor and improve the overall performance of the network. It addresses the specific requirements on both the Network Manager and operational stakeholders in this regard.
- **Article 14** addresses requirements on both the Network Manager and Member States in relation to civil-military cooperation and involvement of national military authorities in all activities related to the execution of network functions.
- **Article 15** addresses the cooperative decision-making process and associated requirements on both the Member States and operational Stakeholders in this regard.
- **Article 19** specifies the formation of the European Aviation Crisis Coordination Cell (EACCC) and associated permanent members. Member states are required to nominate State focal points and alternates to the EACCC, representing the military, ANSPs, airport operators and airspace users. In addition, each Member State shall nominate a focal point (State focal point) and an alternate to the EACCC.
- **Article 25** addressing the financing and budget of the Network Manager. In this regard, Member States are required to fund the tasks entrusted to the Network Manager through air navigation charges.
- **Annex III** addresses the Radio Frequency Function entrusted to the Network Manager. This function also requires Member States to appoint a 'National Frequency Manager' with the responsibilities set out in Annex III, which include –
 - Ensure that frequency assignments are made, modified and terminated in accordance with this Regulation.
 - Report to the Network Manager, radio interference cases that impact the European aviation network.
 - Develop and enhance frequency management procedures, planning criteria, data sets and processes to improve the use and occupancy of radio spectrum by general air traffic users, with the Network Manager.
 - Perform monitoring and evaluations of aviation frequency bands and frequency assignments based on transparent procedures in order to ensure their correct and efficient use, with the Network Manager.
- **Annex IV** addresses the Radar Transponder Codes Function entrusted to the Network Manager. This includes requirements on the Network Manager to put in place a formal process for allocating Secondary Surveillance Radar (SSR)

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transponder codes and Mode S interrogator codes to the Member States and the military/ANSPs as applicable and to support a safe and efficient operation.

This Regulation became applicable on 1 January 2020.

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 as amended and 2019/123 is available from the Skybrary website: <http://www.skybrary.aero>

Eurocontrol Network Operations Portal (NOP)
[NOP Network Operations Portal \(eurocontrol.int\)](http://eurocontrol.int)

European Aviation Crisis Coordination Cell (EACCC)
[Disruption and crisis management | EUROCONTROL](#)

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

[End]