Common Rules for Air Traffic Flow Management

European Commission Regulation No 255/2010

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Based on principles laid down by ICAO

Network Manager shall perform ATFM

Uniform application within SES is **critical** for the achievement of the optimum use of available ATC capacity

Efficient management and operation of the ATFM function

Take full advantage of FUA
Implementing Rule on ATFM

**Purpose**
Optimise the available capacity of the European air traffic management network and enhancing ATFM processes.

**Scope**
ATFM applies to GAT/IFR flights, in all phases of flight.

**Parties**
AOs, ATS, AIS, ASM, Airport, Central Unit, Local units, Airport slot coordinators.
a) ATFM measures shall aim at:

- preventing air traffic control sectors and airports overload;
- Use network capacity to the maximum extent possible in order to optimise efficiency and minimise adverse effects on operators;
- supporting the management of critical events
EUROCONTROL nominated to
• Organise management and operations of network functions;
• Execute the obligations of a central unit for ATFM

Obligations
● Optimise overall performance effect on the network through planning, coordination and implementation of ATFM measures
● Consult with operators
● Identify alternative routing – offer re-routing
**Implementing Rule on ATFM**

**Member States** have the overall responsibility to ensure adherence to Regulation

**Operators** must ensure consistency between airport slot and initial flight plan; no multiple flight plans; and adherence to ATFM slot and EOBT

**ATS Units** to co-ordinate ATFM measures with central unit; ensure coordination with airport operators concerned; ensure adherence to ATFM slots; departure slot be included as part of the ATC clearance.

**Airport Operators** notify the central unit all events that may impact ATC capacity or traffic demand
Questions?