



Network Manager
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PROVISION OF CACD DATA

Network Operations Handbook

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3. CACD DATA	
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PROVISION OF CACD DATA

1 Introduction

1.1 Scope

This document covers the data collection for the NM Environment System. It describes the data needed and the format required for data which is not available from State documentation as published in ICAO (International Civil Aviation Organisation) Document 8126.

Interested parties in this document could be any person responsible for providing Central Airspace and Capacity Data and Central Airspace and Capacity Data updates to the NM as well as any person in the NM (EUROCONTROL – Network Manager) dealing with these matters.

The scope is to achieve the collection of all data required for the proper functioning of the NM in a structured and official, but, at the same time in a flexible and operational way.

1.2 References

Reference is made to the NM CACD Dossier for each country which has been distributed to the National Coordinator and/or Local Coordinators of these countries. This CACD Dossier is based on the available data in the NM.

It is meant to be a guideline for the NM staff and at the same time as a reference (feedback on data used by the NM) for the Air Navigation Service Providers (ANSPs) and AMC cells through their assigned coordinators

PROVISION OF CACD DATA

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2 ROLES AND RESPONSIBILITIES OF THE ANSPs

2.1 Introduction

This section defines and describes the role and responsibilities of the ANSPs in the field of CACD data provision. The coordination with the ANSPs is done via the National ENV Coordinator and/or the local ENV Coordinator(s) and/or the RAD coordinator(s).

The role and the responsibilities were agreed at the National ENV Coordinators (**NECs**) meeting held in Brussels, (NM), 23/24 November 2005 and reviewed on the ENVCOOR meeting held on the 4th-5th of December 2012.

2.2 Role of the National ENV Coordinators (NECs)

The role of the designated National ENV Coordinator is to provide a single link between the NM and the ANSPs to coordinate the data provision and data validation with the NM.

2.3 Responsibilities of the NEC

The National ENV Coordinator shall carry out any necessary coordination within the ANSPs to ensure the overall process from the ANSP side for the provision of all required Central Airspace and Capacity Database (CACD) data for the Air Traffic Flow and Capacity Management (**ATFCM**) function (AIP and non AIP data).

The National ENV Coordinator shall ensure that the CACD data provision procedure is correctly followed for non-Aeronautical Information Publication (**AIP**) data and endeavour to mediate the same for AIP data.

The National ENV Coordinator shall provide the single link for discussion of the relevance or necessity for any CACD data discrepancy identified by the NM and shall carry out the necessary internal coordination in order to provide answers in a timely manner. This is especially important with regard to the responsibilities of the National Route Availability Document (RAD) Coordinator and the Airspace Management Cell (if required).

The National ENV Coordinator shall adhere to the required implementation phases for transmitting non AIP ENV data to the NM for implementation/validation in the Central Airspace and Capacity Database (CACD) and endeavour to mediate the same for AIP data.

- a) First Phase: up to (AIRAC -70 days) the latest = Pre-validation Static data.
- b) Second Phase: between (AIRAC -56 days and -43 days) the latest = RAD validation.
- c) Third Phase: from (AIRAC -33 days to AIRAC -22 days) the latest = AIRAC validation.

[AIRAC: Aeronautical Information, Regulation and Control]

The National ENV Coordinator shall appoint and advise the NM of a replacement on a permanent basis, or every time he/she will be unavailable for a period of days/weeks.

The National ENV Coordinator shall advise the NM of all appointed Local ENV Coordinators.

The National ENV Coordinator shall be available to participate in the CACD data validation process [CACD dossier, **CHMI** - Customised access for ENV Coordinators (**CIREN**)].

The National ENV Coordinator shall request (if required) a pre-validation session with the NM and organise participation of ANSPs experts.

PROVISION OF CACD DATA

The National ENV Coordinator shall provide (in coordination with the NM) additional validation tools (test flight plans) for pre-validation sessions.

The National ENV Coordinator shall trigger all relevant actions under the ANSP responsibility which could be identified after the validation phases.

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3 CACD Data

3.1 Introduction

The CACD needs to be complete and accurate at all times given its critical role as a server of the other NM systems.

The output of the NM is dependent on the quality of the input data sources.

This document describes the data required and the preferred format of reception

3.2 AIP data retrieved from States' Integrated Aeronautical Information Packages

The NM needs all State publications and the amendments thereto. These publications are analysed and the relevant data is extracted and put into the system.

In cases where the published information is in contradiction with other publications, the NM will contact the relevant NECs.

3.3 Non AIP data retrieved from other sources

In addition to State publications, the NM requires to be informed of local procedures for its proper functioning. The data entities considered are of particular importance and must preferably be submitted to the NM on the specially designed submission forms for each entity.

This data may have been published in any operational document which is in use in Air Traffic Services (**ATS**) services such as Letters of Agreement (**LoAs**), also known as NM Agreements, local operating procedures, etc.

3.4 Types of Central Airspace and Capacity Data

- a) Basic civil aviation structure data [such as ATS routes, significant points, Standard Instrument Departure (**SIDs**) and Standard Terminal Arrival Route (**STARs**).
- b) Description of the airspace organisation (geographical, operational and procedural, where other actors can intervene, typically Airspace management Cells – **AMCs**).
- c) The description of the user's parameters [such as the processing options and the different addresses used by the Integrated Initial Flight Plan Processing System (**IFPS**) and Enhanced Tactical Flow Management System (**ETFMS**)].

3.5 Time parameters to provide CACD Data to the NM

3.5.1 General (AIRAC related Data)

The ICAO time parameters for the publication of AIRAC amendments, and adopted by the States, are to be applied for the provision of Central Airspace and Capacity Data to the NM.

The requirement is designed to ensure the correct analysis and input of this sometimes complex data and to allow for system constraints.

PROVISION OF CACD DATA

The parameters for the publication of Central Airspace and Capacity Data are:

- a) **Standard** : 42 days prior to the AIRAC effective date.
- b) **Recommended** : 56 days prior to the AIRAC effective date.

Remark: The NM request (for AIP and non AIP data) to receive this data 49 days prior to the AIRAC showed effective date (in particular for ANSPs using RAD). This is explained in paragraph 22. This request is entirely compliant with the ICAO recommendation (A-56 days). Airspace Data Teams can work with a draft version, awaiting the official publication (electronic or paper version).

3.5.2 Non AIRAC related updates

A deviation from these time parameters is accepted for specific temporary data modifications which do not fall under the AIRAC related data implementation.

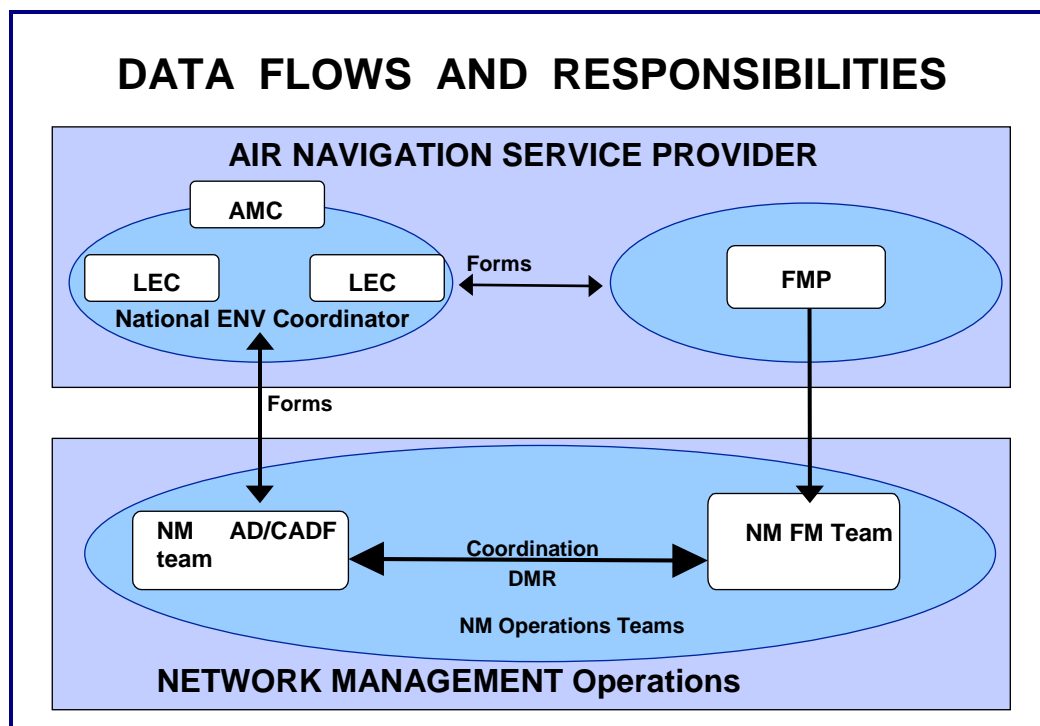
Forms are designed to accommodate the submission of the more dynamic data as well as the static data.

Forms are listed in 28 and are available / described in MS Word format on the NM web site.

PROVISION OF CACD DATA

4 Points of contacts between ANSPs and the NM

4.1 Flow Diagram



This diagram shows the different possible flows of information from an ANSP or any other body acting as such, to the NM and vice versa.

The Airspace Data OPS (AD) team of the NM and on the other hand the Flow Management Position (**FMP**) who coordinates with NM Operations.

This diagram shows local ENV Coordinators and AMCs. As explained in paragraph 2.3. *Responsibilities of the NEC*, it is for each ANSP to decide on their internal organisation.

4.1.1 Initial submission & updates from ANSPs on CACD Data not published in the Integrated Aeronautical Information Package (IAIP)

All updates to the CACD data have to be transmitted to the appropriate NM contact person according to the time parameters stated before and using the means as indicated hereafter depending on the type of data and implementation timeframe involved (see paragraph 4.3. which contains all required parameters for this data).

The National Environment Coordinator may delegate certain responsibilities to a local Environment Coordinator nominated at FMP/ Area Control Centre (**ACC**) level. In this case the name of the contact person and the delegated responsibilities must officially be communicated to the NM. This information will be mentioned in the CACD Dossier.

The National Environment Coordinator needs to appoint and advise the NM of a replacement on a permanent basis or every time he/she will be unavailable.

PROVISION OF CACD DATA

4.1.2 Feedback from NM to the ANSPs on CACD data not published in the IAIP

This is done by means of the CACD Dossier. This document is a reference document and will reflect partly the content of the CACD at a given AIRAC effective date. An update will be sent every AIRAC effective date.

Data changes affecting ATS route and airspace structure provided by any party and affecting State other than the provider, will be coordinated by the NM before implementation with the relevant responsible contact person in the concerned State.

The contact persons mentioned in the CACD Dossier for each country (for both the ANSPs and the NM) are to be used mainly in cases where it concerns data from sources other than the State publications (unless otherwise indicated in paragraph 16).

EUROCONTROL is the responsible body for the correct¹ input of data provided by ENV Coordinators or agreed with them.

A direct access in browse mode to the CACD is possible through the CHMI NM Interface for Remote Environment access (**CIREN**).

4.2 Means for the provision of non-AIP CACD data/forms

4.2.1 From NM to ANSPs

The CACD Dossier will be sent to the ANSPs responsible contact person (national and/or local coordinators). The first edition and amendments thereto will be dated with an AIRAC effective date.

This information will be sent to the responsible contact person by e-mail.

4.2.2 From ANSPs to NM

The ANSPs contact person for Environment matters shall comply with the content of tables in paragraphs 4.3.1./4.3.2. and provide the relevant NM contact person (depending on implementation requirements) with the required Central Airspace and Capacity Data preferably using the forms as described in this supplement (other media/formats could be envisaged if bilaterally agreed).

The changes should be sent to the NM via:

Mail if the changes include a considerable amount of paper volume and if they are of no immediate operational impact.

FAX/E-mail if the changes are of immediate operational impact or if the number of pages permits.

Telephone if the changes are extremely important for the operational functioning of the NM or any National Air Traffic Services (**ATS**) system (subsequently confirmed by fax or e-mail).

Changes of immediate operational impact for the operational functioning or any National ATS system should be sent to the NM AD Supervisor (SNOS/NOSU).

¹ Means that the data is consistent with all syntax, semantic and operational rules.

PROVISION OF CACD DATA

Tel : ++32 (0) 2 745 1904
 Fax : ++32 (0) 2 729 47 95
 e-mail : NM.AD.SPVR@eurocontrol.int

4.3 Tables for the provision of non-IAIP data

4.3.1 From Local/National ENV Coordinator to NM Airspace Data OPS Supervisor

TYPE OF DATA	TIME FRAME TO RESPECT	FORM TO BE USED
From ENV COORDINATOR		To: NM AD Supervisor (SNOS/NOSU) Copy to: NM FM Supervisor (DOM)
FUA Data : ATC Sectors, points/FLS, Capacities	AIRAC	FUA - Sectors- Capacities
Clusters	AIRAC	Clusters
Sector Configurations/ Activations	AIRAC	Sector configurations and activation tables
ATC/ATS unit addresses and parameters	non AIRAC	ATC/ATS unit addresses To AD/DT Supervisor
Profile tuning restrictions (always)	AIRAC	Profile tuning restriction
Taxi times, TIS and TRS	AIRAC	Taxi times/ Runway Configurations
Departure/Arrival processing	AIRAC	Departure/Arrival processing
Capacities of ATC sector/ Aerodromes/Sets of Aerodromes/ Points	AIRAC	Capacities
Aircraft type restriction on terminal procedure	AIRAC	Aircraft type restriction on terminal procedure
Aerodrome Flight Rule	AIRAC	Aerodrome Flight Rule
Unavailable Cruising Level	AIRAC	Unavailable Cruising Level
Transition Points (from/to SID/STAR)	AIRAC	Transition Points
CCAMS Data	AIRAC/ non AIRAC	CCAMS Data (In coordination with CCAMS Coordinator)

AD OPS Supervisor: Tel: +32 (0) 2 745 1904
 Fax: +32 (0) 2 729 47 95
 e-mail: NM.AD.SPVR@eurocontrol.int

Postal Address: EUROCONTROL - NETWORK MANAGEMENT DIRECTORATE
 Rue de la Fusée, 96
 B - 1130 BRUSSELS (Belgium)

PROVISION OF CACD DATA

4.3.2 From the FMP to NM Airspace Data OPS Supervisor (Strategic/Pre-tactical) or NM FM Supervisor (Tactical)

TYPE OF DATA	TIME FRAME TO RESPECT	FORM TO BE USED
From FMP		To NM AD Supervisor (SNOS/NOSU) NM FM Supervisor (DOM)
Sector Configurations and Activations	non AIRAC	Sector Configurations and Activations
Capacities	non AIRAC	Capacities
Traffic Volumes	non AIRAC/AIRAC	Traffic Volumes
Flows to be associated to a Reference Location	non AIRAC	Associated Flows
Taxi times and Runway Configurations	non AIRAC	Taxi times/Runway Configurations
Capacities of Aerodromes/ Sets of Aerodromes/Points	non AIRAC	Capacities

Postal Address: EUROCONTROL - NETWORK MANAGEMENT DIRECTORATE
Rue de la Fusée, 96
B - 1130 BRUSSELS (Belgium)

ATFCM Phases

- 1) Strategic (Day7 till AIRAC) and **Pre-Tactical Phase** (Day -1 till Day -7)

Tel : +32 (0) 2 745 1904
Fax : +32 (0) 2 729 47 95
e-mail : NM.AD.SPVR@eurocontrol.int

- 2) **Tactical Phase** (On D day of operations)

Tel : +32 (0) 2 745 1900
Fax : +32 (0) 2 729 9027
e-mail (as back-up) : <mailto:nm.dom@eurocontrol.int>

Specific e-mail for Traffic Volumes (AIRAC/NON AIRAC)

e-mail : NM.tfv@eurocontrol.int

PROVISION OF CACD DATA

5 CACD Data Processes

5.1 Pre-validation process

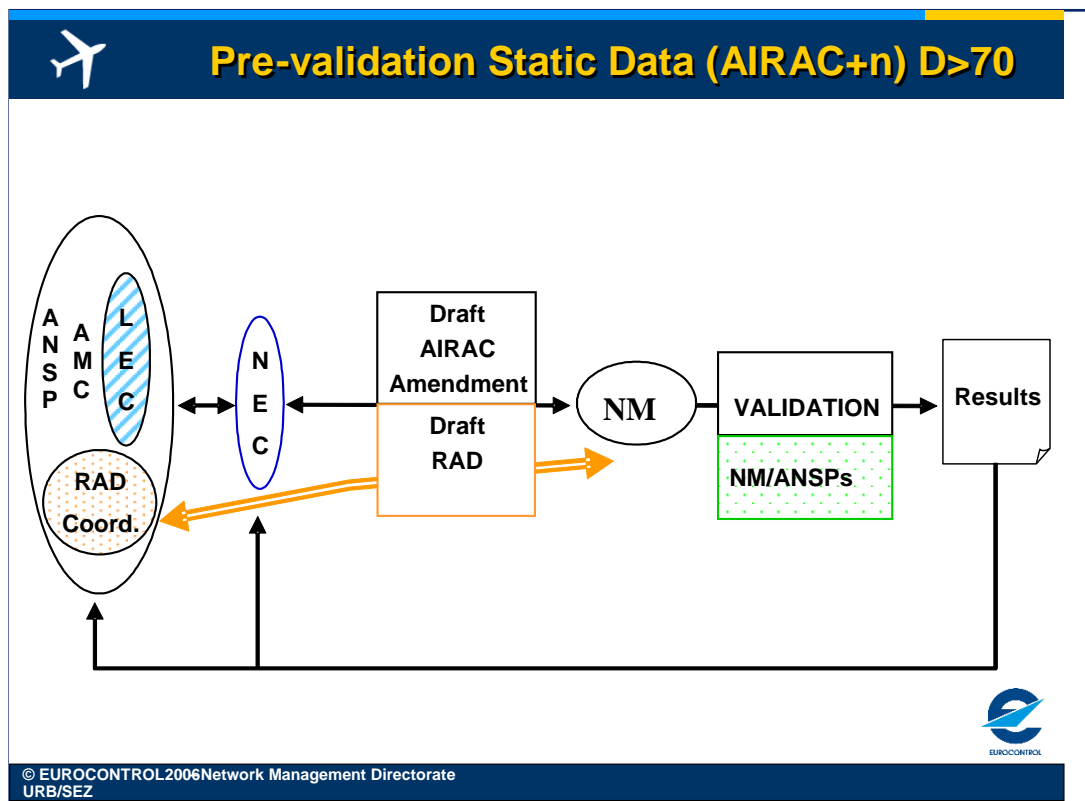
5.1.1 Definition and purpose

Definition: This pre-validation consists in the implementation and validation of airspace data before its official publication through AIP.

Purpose: The main purpose is to detect any inconsistencies or incomplete fields before publication by the corresponding ANSPs.

The desired benefit of this early implementation is to have an anticipated airspace data which can be useful for the RAD pre-validation or, in the future, to carry out traffic simulations.

Flow Diagram



PROVISION OF CACD DATA

5.1.2 Action list

This action list describes the procedure to be followed, and the role of the NEC/NM for a pre-validation exercise.

The 'WHEN latest' is indicated here for a pre-validation taking place 3 AIRACS in advance of the Effective Date.

All pre-validation request forms must be sent to the NM AIRAC AD mailbox (NM.AD.AIRAC@eurocontrol.int). The AD Senior Network Operation Supervisor on duty will coordinate the request within NM.

PREVALIDATION			
STEP	WHEN latest	DESCRIPTION	RESPONSIBLE
1	A-98	Fill in Request for Pre-validation via submission form (see Section Request for Pre-validation).	NEC
2		AIRAC Support NM will set up planning after reception of pre-validation request.	NM
3	A-84	<u>Data provision:</u> Provision of CACD data to NM Provision of RAD data at the same time to the NM RAD Team. Provision of Flight Plan Data.	NEC + RAD Coordinator
4	A-76	Data Implementation (internal process).	NM
5		Internal meeting to prepare the necessary arrangements for the pre-validation exercise.	NM
6		Loading of validation platform (internal process).	NM
7	A-69	Confirmation of planning to NEC.	NM
8	A-68	Ensure participation to the validation	NM /NEC
9	A-65	Debriefing with all involved participants	NM
10	AIRAC	Effective Date (going OPS).	NM

Pre-validation is an NM service, which can be provided to ANSPs. Errors can be detected and corrected before the official publication. Therefore the official publication of the amendments and the RAD will contain fewer errors, and will leave less room for misinterpretation.

In order to start up the procedure, a 'Request for pre-validation form' has to be filled in and sent as soon as possible to the NM.

Responsibilities of the NM

- After reception of the Request, the Senior Network Operation Supervisor (SNOS) will:
 1. Coordinate within the NM with all actors involved in the exercise.
 2. Set-up corresponding action list.
 3. Define the planning for the session(s).

PROVISION OF CACD DATA

Responsibilities of NEC

- Ensure that the 'request for pre-validation' is properly filled in with all necessary information, and sent to NM AIRAC Support mailbox.

nm.airac.support@eurocontrol.int

STEP 1 : PLANNING FOR PRE-VALIDATION

Once an ANSP has sent its request for a pre-validation to the NM AIRAC Support mailbox, the procedure will be started up.

Responsibilities of the NM

- Give feedback to the NEC concerning the planning.

Responsibilities of the NEC

- To give an agreement for the proposed planning.

STEP 2 : PROVISION OF DATA**Responsibilities of the NM**

- Ensure the data collection.
- Ensure having all necessary info on contact persons.
- Re-ensure that action list is followed properly.
- Provide assistance for flight plan data if required.
- Booking of the pre-validation area (in house).

Responsibilities of the NEC

- Ensure the provision of CACD data to the NM AIRAC Support Mailbox in a correct format.
- Ensure that all required RAD data is provided on time to the NM RAD team (in coordination with RAD coordinator).
- Ensure the provision of flight plan data in a correct format (ICAO). If required, assistance can be given by the RPL team or IFPU1.

STEP 3 : DATA IMPLEMENTATION

And RAD

Internal process: for info.**Responsibilities of the NM**

- The AD Team implements all required data in CACD. In case of questions concerning the CACD data, communication is now between NEC-AD team..
- The AD team and RAD Team will check whether all RAD info has been received as well. The RAD to be implemented only after all AIP data is in system already.

PROVISION OF CACD DATA

STEP 4 : ACTION LIST**Internal process: for information****Responsibilities of the NM**

- The AD team will discuss with NM participants during the EDTCBs or ad-hoc meeting. Under normal circumstances, the pre-validation should not interfere with the normal OPS business. In case there is interference, OPS has priority over pre-validation.

STEP 5 : LOADING OF VALIDATION PLATFORM**Responsibilities of the NM**

- The AD team will ensure the loading of validation platform including flight plans, and advise all involved actors.

STEP 6: FINAL PREPARATION FOR PRE-VALIDATION**Responsibilities of the NM**

- The AD team has to advise the NEC that everything is ready for the pre-validation.
 1. Pre-validation on-site: dates and names are confirmed/modified (internal and external).
- The AD team has to confirm the names of pre-validation participants to the NM administration and security for access to the NM.

Responsibilities of the NEC

- To confirm the participation for:
 1. Pre-validation on-site: names/dates/times.

STEP 7 : PRE-VALIDATION**Responsibilities of the NM**

- The AD staff will chair a briefing with all participants before the start of the exercise.

STEP 8 : DEBRIEFING

After the validation exercise, a debriefing will be held with all participants (ANSPs and NM).

This debriefing is held in order to address/trace any kind of problems.

During this debriefing it will be clear whether the information can be officially published as it has been implemented, or that changes will be done before official publication.

Responsibilities of the NM

The AD staff will chair the debriefing with the NEC/ANSP, and make a report on the pre-validation exercise.

- Pre-validation on-site: debriefing held on-site.

PROVISION OF CACD DATA

STEP 9 : GOING OPS

Responsibilities of the NM

To ensure that somebody from the AD team is present and available to help solving on-line problems.

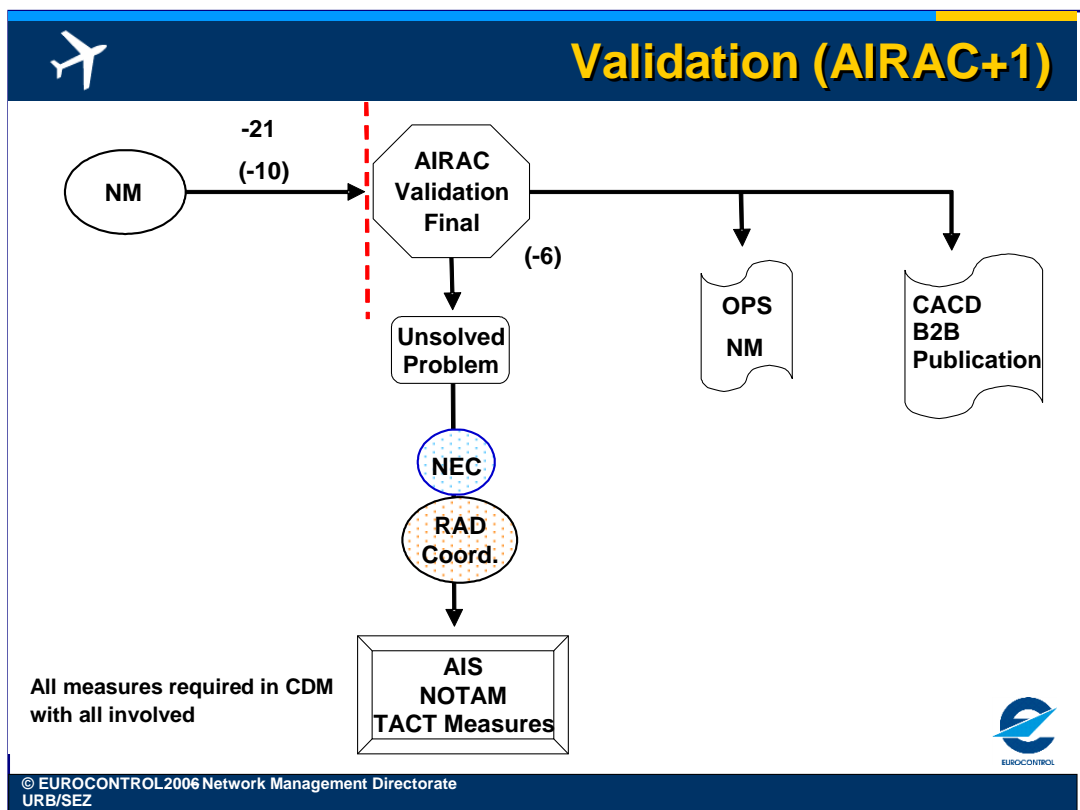
5.2 AIRAC+1 process

5.2.1 Definition and purpose

Definition: The AIRAC+1 process consist of implementing and validating CACD related data.

Purpose: The main purpose is to detect any inconsistencies or incomplete fields before its operational implementation. This is organised in 2 steps:
 The 'Test' step starts, with the closure of the CACD, at AIRAC-21 days.
 The 'Final' step ends with the 'GO/NOGO' decision at AIRAC-6 days.

Flow Diagram



PROVISION OF CACD DATA

5.2.2 Action list

This action list is to describe the procedure to be followed and the role of the NEC / NM during the AIRAC+1 process.

AIRAC + 1			
STEP	WHEN	DESCRIPTION	RESPONSIBLE
1 (*)	Before A-49	Ensure the coordination with all relevant data originators and publisher in its ANSP in time. Ensure that all non-AIP data has been sent to NM.	NEC
2 (*)		Check the publication table, via the OPSD console. In case of missing AIRAC data, and no info found on AIS Agora /EAD; the NEC will be contacted.	AD team
3	A-21 A-20	CACD data processing – TEST tape. CACD data validation	NM
4	A-17	Distribution CACD dossier.	AIRAC Support NM AD Sup (SNOS/NOSU)
5	A-14	Transmit to AD team, errors and anomalies found.	NEC
6	A-10	FINAL Tape.	NM
7	A-7	Transmit to AD team analysis results.	NEC
8	A-6	GO-NOGO meeting. NEC can express the need of his/her participation (teleconference) in case of problems.	EDTCB NEC
9	A-6	E-mail to all NECs with the AIRAC status, if NOGO decision.	AD Team
10	A-5	Distribution CACD dossier.	NM AD Sup (SNOS/NOSU)

(*) A-49 date is set to allow carrying out a validation of the RAD document before its publication at A-34.

PROVISION OF CACD DATA

STEP 1-2 : AIP DATA AND DISTRIBUTION TO THE NM

Due to the limited implementation time it is very important that data arrives at the NM on time. Data shall be delivered in the correct format.

If major data arrives later than A-24, analysis of workload will be done, and a decision for implementation will be taken at an ad-hoc EDTCB meeting. If decision is negative, the NEC will be informed as soon as possible, and the implementation will be for AIRAC+2.

Responsibilities of the NM

- Ensure that, if there is AIP data missing, and no info can be found via EAD the NEC is contacted.
- In this case, the NEC should ensure that the NM is provided with the data by other means.

Responsibilities of the NEC

- Ensure the coordination with all relevant data originators and publisher in its ANSP in time.

STEP 3 : QUALITY CONTROL/TEST TAPE

After the closure of the database for AIRAC+1 updates, quality control and validations checks will be executed before the creation of the Test tape.

Responsibilities of the NM

- The AD team assures that errors are corrected (if required, in coordination with the NEC). Only corrections to the database AIRAC+1 are allowed. There should be no new data implemented. Only the NM OM will approve the implementation of late/new AIRAC related data.

STEP 4 : CACD DOSSIER**Responsibilities of the NM**

- The CACD dossier will be provided to all NEC after CACD processing.

STEP 5 : ANOMALIES LIST**Responsibilities of the NEC**

- The NEC shall check the dossier and report ASAP all errors/anomalies to the NM in order to correct the data before starting the Final tape.
- The report of errors/anomalies shall be sent by e-mail /fax to the AD team.

STEP 6 : FINAL TAPE

The Final tape will be produced.

PROVISION OF CACD DATA

STEP 7 : CACD DOSSIER FINAL TAPE**Responsibilities of the NM**

- The CACD dossier will be provided to all NEC, after the final CACD DB processing.

STEP 8 : CACD DOSSIER ANALYSIS**Responsibilities of the NEC**

- The NEC shall check the dossier and report ASAP all errors/anomalies (by e-mail/fax to the AD Supervisor (SNOS/NOSU)).

STEP 9 : GO-NOGO MEETING**Responsibilities of the NM**

- All identified AIRAC related problems (NM and/or NEC) will be discussed at the GO-NOGO meeting. If required, the NEC can participate in the meeting (teleconference possible).

STEP 10 : NEW AIRAC**Responsibilities of the NM**

- In case of a NOGO, the NEC will be advised as soon as possible about required action before the AIRAC switch.

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5.2.3 EDTCB - Environment Data Transfer Control Board

The EDTCB is the authority responsible for evaluating and approving or rejecting DMRs. It also ensures, for approval changes, the planning, resourcing and control of the associated work and of the eventual transfer to the OPS_Test and OPS_Systems.

Meeting	When	Items discussed
EDTCB_0	A - 22	<p>AIRAC+1 Identified OPS problems. AIP/SUP AIP data collection status. Test tape production status. Data transfer checklist. AIRAC+2 (RAD validation) RAD data collection status. AIP data collection status. Validation checklist. Data transfer checklist. Coordination with RADCOOR. AIRAC+n Any info on pre-validations exercises and the planning for this.</p>
EDTCB_1	A -16	<p>AIRAC+1 Test tape transfer. Test tape validation results. Late data /NOTAM. RAD amendments/corrections. ENVCOOR-RADCOOR coordination. AIRAC+2 (RAD validation) Status AIP, AIRAC+2 amendments. Status RAD collection. Coordination RADCOOR. AIRAC+n Any info on pre-validations exercises and the planning for this.</p>
EDTCB_2	A - 13	<p>AIRAC+1 Test tape transfer. Test tape validation results. Late data /NOTAM. RAD amendments/corrections. ENVCOOR-RADCOOR coordination. AIRAC+2 (RAD validation) Amendments, data collection status. RAD. Tape production and transfer. AIRAC+n Any info on pre-validations exercises and the planning for this.</p>

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Meeting	When	Items discussed
EDTCB_3	A – 9	AIRAC+1 Final tape production. CACD data transfer Report – late data/corrections. AIRAC+2 (RAD validation) RAD validation results. Coordination RADCOOR. AIRAC+n Any info on pre-validations exercises and the planning for this.
GO-NOGO	A – 6	AIRAC+1 Validation results. Decision OPS implementation*. AIRAC+2 (RAD validation) RAD simulation results. Decision RAD publication via B2b

GO-NOGO

At the GO-NOGO meeting it is decided whether the CACD database, produced and validated, is of sufficient quality (completeness and correctness) to be implemented in the NM.

In case of NOGO, the incorrect/missing data will be implemented and a new database will be produced.

Remark: The NOGO is a contingency procedure and is not used to implement late data delivered to the NM (directly or through NOTAM).

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6 Forms

Forms are available for updating CACD data.

There are **18** different forms available plus **1** form to request a pre-validation session.

They are all available through:

[http://www.eurocontrol.int/lists/publications/network-operations-library?title=&field_term_publication_type_tid=254&year\[value\]\[year](http://www.eurocontrol.int/lists/publications/network-operations-library?title=&field_term_publication_type_tid=254&year[value][year)

Each form is provided with a field explanation:

- 6.1 [Data submission form for Clusters](#)
- 6.2 [Data submission form for Sector Configurations and Activation Tables for AIRAC and/or Non-AIRAC Updates](#)
- 6.3 [Data submission form for Capacities for AIRAC and/or Non-AIRAC Updates](#)
- 6.4 [Data submission form for ATC/ATS Unit Addresses](#)
- 6.5 [Data submission form for Traffic Volume Creation, Change or Deletion](#)
- 6.6 [Data submission form for Associated Flows](#)
- 6.7 [Data submission form for Profile Tuning Restriction](#)
- 6.8 [Data submission form for Runway Configurations, Taxitimes, TIS and TRS for AIRAC and/or Non-AIRAC Updates](#)
- 6.9 [Data submission form for Departure/Arrival Processing](#)
- 6.10 [Data submission form for Flight Property Restriction on Terminal Procedures](#)
- 6.11 [Data submission form for Aerodrome Flight Rule](#)
- 6.12 [Data submission form for Unavailable Cruising Levels](#)
- 6.13 [Data submission form for Transition Points on Terminal Procedures](#)
- 6.14 [Data submission form for OAT Routes Available for Military GAT](#)
- 6.15 [Data submission form for Mode S updates](#)
- 6.16 [Data submission form for CCAMS Data](#)
- 6.17 [Data submission form for ASM data](#)
- ~~6.16.18~~ [Data submission form for ATC sectors](#)
- ~~6.17.19~~ [Request for Prevalidation form](#)

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7 Area instances

7.1 Mandatory area and region instances

A limited number of instances of areas/regions are mandatory for NM operations. Since they play a very important role for the NM, they are listed here below:

Mandatory Area and Region Instances		
Identifier	Name	Description
ENV_EXTR	FPM extraction Area.	<p>This is the minimal area where the extraction of the field 15 (route) of a flight plan is guaranteed. The field 15 information is exploited for trajectory purposes.</p> <p>It is the assembly of CFMU_AREA, the ATFM_ADJ, the FPM_COPY, the RVSM_IFPS, the NAT_RVSM, the SAM_RVSM and some additional Fir selected to avoid erroneous CFMU_AREA re-entries.</p> <p>Role:</p> <ul style="list-style-type: none"> In this area the administrative airspaces must be defined. In this area the complete route structure is defined.
CFMU_AREA	NM Area.	<p>The IFPS processes all flight plans that penetrate in this area.</p> <p>It is the assembly of the FPM_DIST, FPM_COPY, ATFM_AREA and the RSO_AREA.</p> <p>Role:</p> <ul style="list-style-type: none"> This area is used to select which FPLs have to be processed and passed on to the ETFMS/RSO.
IFPZ	FPM Distribution Area.	<p>This is the area in which the IFPS is responsible for the distribution of FPLs to the ATC world.</p> <p>If the IFPO corrects the field 15 (route) of a flight plan in this area then all interested parties will be advised through the normal distribution.</p> <p>If the IFPO correct the field 15 (route) of a flight plan outside this area then the originator has to resent his FPL to the addressees outside this area (if they are not all mentioned in the re-addressing field).</p>
IFPZ	FPM Distribution Area.	<p>Role:</p> <ul style="list-style-type: none"> Indicate that FPL addressing concerns all (active) ATC centres, whose volume is inside this area's volume. All of this area must be covered by AUA and their associated units. Indicate that for all aerodromes an addressable tower must exist (addressable means having an address of its own or having another unit that receives the FPM on his behalf). The IFPS entry/exit points are located at the outside border of this area;

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Mandatory Area and Region Instances		
Identifier	Name	Description
FPM_COPY	Area where copies of the received FPM are sent to.	This is the area where the IFPS sends copies of the processed FPLs to (e.g. Kaliningrad). The IFPS has no distribution responsibility towards the correctness or completeness of the received FPLs as such in this area. It only forwards what is received.
ATFM_AREA	Air Traffic Flow Management Area.	This is the area in which the ETFMS is responsible for the provision of ATFCM. Role: <ul style="list-style-type: none"> The ETFMS monitors counts and applies ATFCM measures. Flights originating from this area may be subject to ATFCM measures. All of this area must be covered by AUA and corresponding Es, Cs and their associated units. To allow the count monitoring all airspaces controlled by a unit of type ACC, UAC or OAC must have sector configurations and sector configuration activation tables.
ATFM_ADJ	Area Adjacent to the ATFM Area.	This is the area, adjacent to ATFM_AREA Role: <ul style="list-style-type: none"> Flights originating from this area may be subject to ATFCM measures when crossing the ATFM_AREA
CASA_DIST	CASA direct distribution Area.	This is the area in which the ETFMS distributes directly ATFM messages to the concerned units. Role: <ul style="list-style-type: none"> In this area. ATFCM addressing is done directly to the aerodrome of departure (and if required to the responsible FMP instead), to the ATC units responsible for the en-route airspace and to the airlines representatives. Indicate that for all aerodromes an addressable tower must exist. Indicate that for all aerodromes a responsible FMP must exist. Indicate that for an ACC if also within the ATFM - area a responsible FMP must exist. Indicate that at an aerodrome in this area a responsible airlines representative which is CASA addressable may exist.
RVSM_IFPS	RVSM Area where IFPS.	<ul style="list-style-type: none"> RVSM equipment check is done in this area
RVSM_ADJ	RVSM Area adjacent to the RVSM_IFPS area.	<ul style="list-style-type: none"> When leaving the RVSM_IFPS area via the RVSM_ADJ then the flight can maintain RVSM FLs.

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Mandatory Area and Region Instances		
Identifier	Name	Description
RSO_AREA	RSO Area.	<p>This is the area to be considered for route per State overflow.</p> <p>In this area, CRCO calculates the en-route charges on behalf of the member states.</p> <p>Role:</p> <ul style="list-style-type: none"> In this area, CRCO requires to receive RTFM information from DWH.

7.2 Optional area and region instances

Some instances of areas/region are well defined and important for NM operations, but they do not have to exist at all times, therefore the following instances are called 'optional':

Optional Area and Region Instances		
Identifier	name	Description
CASA_IND	CASA indirect distribution Area.	<ul style="list-style-type: none"> Indicate that for all aerodromes a responsible FMP must exist.

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8 NM areas of operation

8.1 NM website

A printable PDF version of the most up-to-date NM areas of operation is available [here](#).

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9 Request for pre-validation form

9.1 NM website

A printable Word version of the most up-to-date of pre-validation forms is

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/Ops-forms/form-request-prevalidation.doc>.

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10 Abbreviations

Abbreviations and acronyms used in this document are available in the EUROCONTROL Air Navigation Inter-site Acronym List (AIRIAL) which may be found here:

<http://www.eurocontrol.int/airial/definitionListInIt.do?skipLogon=true&glossaryUid=AIRIAL>

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