PROVISION OF CACD DATA

Network Operations Handbook

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APPROVAL TABLE

The following table identifies all management authorities who have successively approved the present issue of this document.

This table may be replaced by a format document review and approval meeting, with the meeting details recorded and retained in the edition's archive folder.

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EDITION CHANGE RECORD

Title	Amendment notes
1. INTRODUCTION	
2. ROLE AND RESPONSIBILITIES OF THE ANSPs	
3. CACD DATA	3.2 updated; 3.3 updated
4. POINTS OF CONTACTS BETWEEN ANSPs AND NM	4.3.1 updated; 4.3.2 updated
5. CACD DATA PROCESSES	5.1.2 updated; 5.2.3 updated
6. FORMS	All forms have been updated
7. AREA INSTANCES	
8. NM AREAS OF OPERATION	
9. REQUEST FOR PRE-VALIDATION FORM	
10 ABBREVIATIONS	

TABLE OF CONTENT

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

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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.

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.

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 through EAD PAMS and the relevant data is extracted and put into the system.

Since the start of CASTAR in combination with EAD SDO, static AIP data can be downloaded from EAD SDO and after comparison with CACD data, the delta is presented for upload.

The upload can be done for AIRAC+1 and AIRAC+2 for AD, PT, RT (AR), AS (FIR/UIR) WW data.

EAD PAMS is still used for data maintenance like SR/SS tables, RT (SID, STAR, IAP), AS (other).

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.

RAD data, is collected through the RAD@NMP for publication. It is downloaded from the RAD@NMP into CACD.

Aircraft type and performance data is pushed from BADA via CASTAR into CACD, with minimal intervention from ADS Operators.

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.

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 5.2. 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

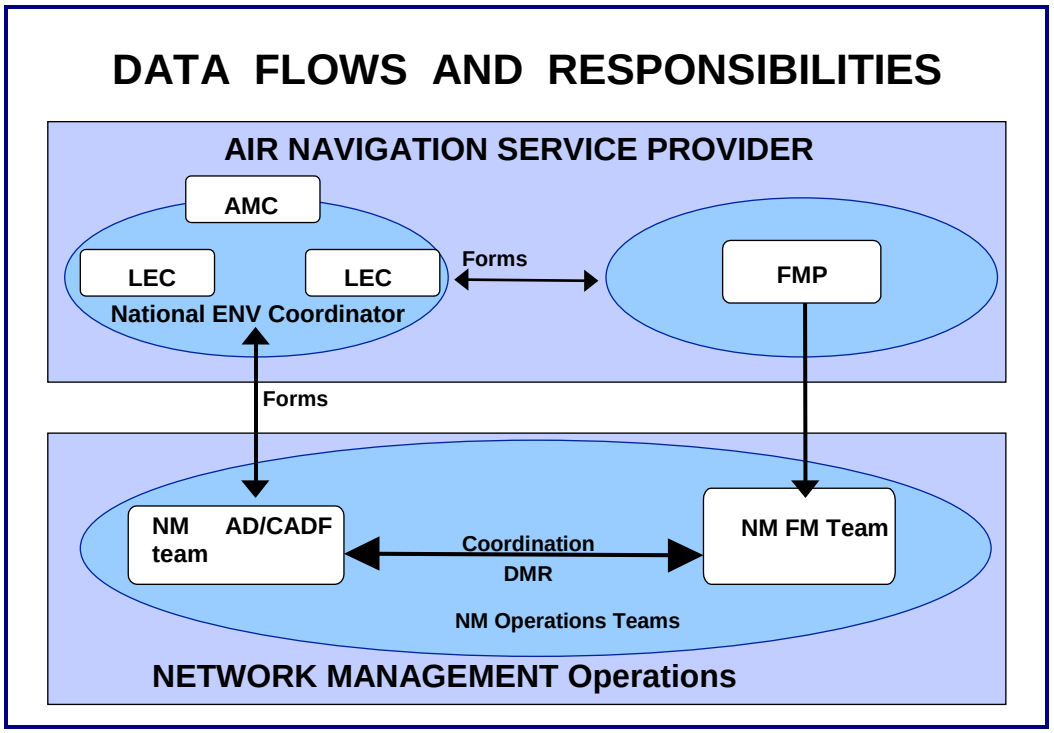
A deviation from these time parameters is accepted for specific temporary data modifications which do not fall under the AIRAC related data implementation.

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

Forms are listed in paragraph 6 and are available in MS Word format on the NM NOP Portal website.

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 IAIP

IAIP: Integrated Aeronautical Information Package

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.

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 during the week of the 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 correct 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.

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

Telephone if the changes are extremely urgent for the operational functioning of the NM or any National Air Traffic Services (ATS) system (subsequently confirmed by 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).

Telephone ++32 (0) 2 745 1904

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)
OAT Routes available for MIL GAT	**AIRAC**	OAT Routes available for MIL GAT

AD OPS Supervisor: Tel: +32 (0) 2 745 1904

E-mail NM.AD.SPVR@eurocontrol.int

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

4.3.2 From the FMP to NM Airspace Data OPS Supervisor

TYPE OF DATA	TIME FRAME TO RESPECT	FORM TO BE USED
From FMP		**Email to** **NM AD Supervisor** (SNOS/NOSU) **nm.ad.spvr@eurocontrol.int** + COPY email address according the phase – see below-
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)

1) Pre-Tactical Phase (Day -1 till Day -7)

Tel : +32 (0) 2 745 1904

e-mail : nm.pretact@eurocontrol.int

2) Tactical Phase (On D day of operations)

Tel : +32 (0) 2 745 1900

e-mail : nm.dom@eurocontrol.int

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5 CACD Data Processes

5.1 Pre-validation process

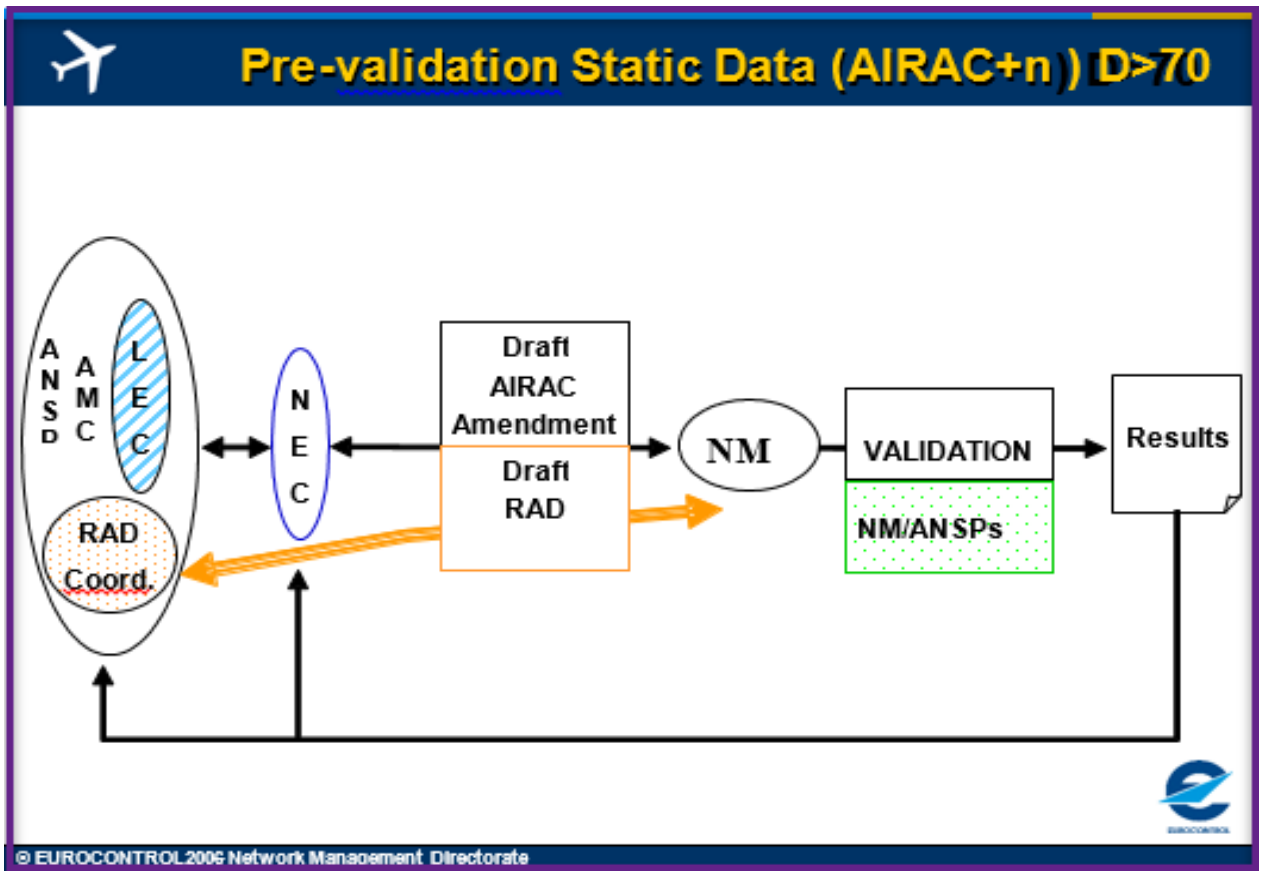
5.1.1 Definition and purpose

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



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		ADS SNOS will set up planning after reception of pre-validation request.	NM
3	A-84	Data provision: Provision of CACD data to NM Provision of RAD data at the same time to the NM RAD Team (RAD@NMP). 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).

Responsibilities of NEC

Ensure that the 'request for pre-validation' is properly filled in with all necessary information, and sent to NM AD Supervisor: nm.ad.spvr@eurocontrol.int

STEP 1 : PLANNING FOR PRE-VALIDATION

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

Responsibilities of the NM

Give feedback to the NEC concerning the planning.

Responsibilities of the NEC

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 in a correct format.

Ensure that all required RAD data is provided on time to the NM RAD team (in coordination with RAD coordinator) via RAD@NMP

Ensure the provision of flight plan data in a correct format (ICAO). If required, assistance can be given by IFPS.

STEP 3 : DATA IMPLEMENTATION

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.

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.

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

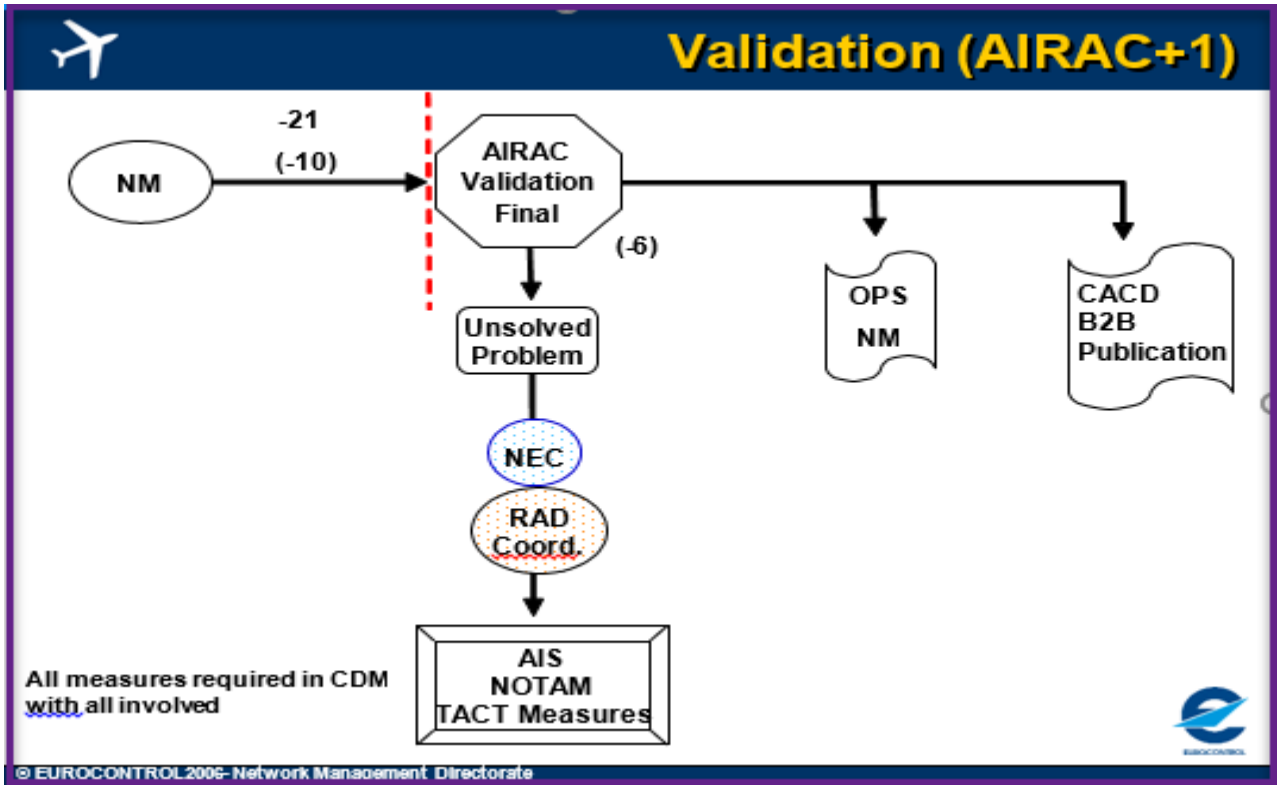
Definition: The AIRAC+1 process consist of implementing and validating CACD related data.

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



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.	NM AD (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 (SNOS/NOSU)

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

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 then 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.

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 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.

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 – 20**	**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. **AIRAC+n** Any info on pre-validations exercises and the planning for this.
EDTCB_1	**A -13**	**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.
GO-NOGO	**A – 6**	
RAD+2	**A - 2**	AD HOC if required meeting. **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.

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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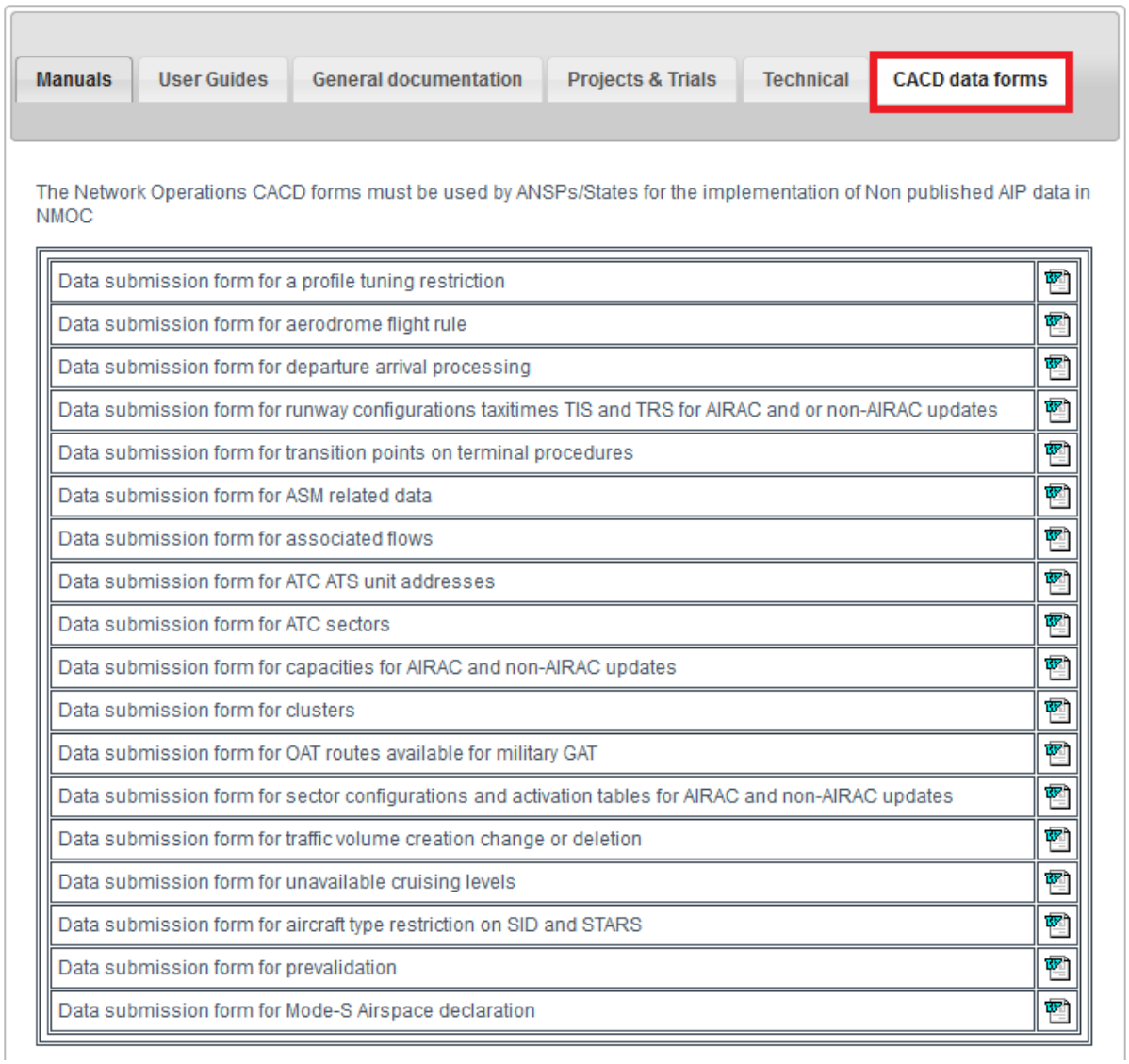
6 Forms

Forms are available for updating CACD data.

There are 17 different forms available plus 1 form to request a pre-validation session.

They are all available through **the NOP Portal:**

https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/


Manuals
User Guides
General documentation
Projects & Trials
Technical
CACD data forms
The Network Operations CACD forms must be used by ANSPs/States for the implementation of Non published AIP data in NMOC
Data submission form for a profile tuning restriction
Data submission form for aerodrome flight rule
Data submission form for departure arrival processing
Data submission form for runway configurations taxitimes TIS and TRS for AIRAC and or non-AIRAC updates
Data submission form for transition points on terminal procedures
Data submission form for ASM related data
Data submission form for associated flows
Data submission form for ATC ATS unit addresses
Data submission form for ATC sectors
Data submission form for capacities for AIRAC and non-AIRAC updates
Data submission form for clusters
Data submission form for OAT routes available for military GAT
Data submission form for sector configurations and activation tables for AIRAC and non-AIRAC updates
Data submission form for traffic volume creation change or deletion
Data submission form for unavailable cruising levels
Data submission form for aircraft type restriction on SID and STARS
Data submission form for prevalidation
Data submission form for Mode-S Airspace declaration

7 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.	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. 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. Role: • In this area the administrative airspaces must be defined. • In this area the complete route structure is defined.
CFMU_AREA	NM Area.	The IFPS processes all flight plans that penetrate in this area. It is the assembly of the FPM_DIST, FPM_COPY, ATFM_AREA and the RSO_AREA. Role: • This area is used to select which FPLs have to be processed and passed on to the ETFMS/RSO.
IFPZ	FPM Distribution Area.	This is the area in which the IFPS is responsible for the distribution of FPLs to the ATC world. 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. 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).

Mandatory Area and Region Instances		
Identifier	**Name**	**Description**
		Role: • 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;
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: • 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: • Flights originating from this area may be subject to ATFCM measures when crossing the ATFM_AREA

Mandatory Area and Region Instances		
Identifier	**Name**	**Description**
CASA_DIST	CASA direct distribution Area.	This is the area in which the ETFMS distributes directly ATFM messages to the concerned units. Role: • 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.
RSO_AREA	RSO Area.	This is the area to be considered for route per State overflown. In this area, CRCO calculates the en-route charges on the actual route flown as recorded by NM on behalf of the member states. Role: • In this area, CRCO requires to receive RTFM information from DWH.

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8 NM areas of operation

A printable PDF version of the most up-to-date NM areas of operation is available here:
https://www.nm.eurocontrol.int/STATIC/NM_AREA/home.html

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9 Request for pre-validation form

A printable Word version of the most up-to-date of pre-validation forms is https://www.nm.eurocontrol.int/STATIC/html/index_other_ops_doc.html

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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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