



Internal Information

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**Supplement to the Manual of Operations for the Air Traffic Services
(MO-ATS 111.6) regarding chapter 923.4 ATFCM Phases – Pre-tactical Phase
25 OCT 2010 / Consecutive number 1**

Dear Sir or Madam

In keeping with MO-ATS (BA-FVD) item 111.6, the following regulation shall apply with effect from 25 October 2010:

1. General

From Monday to Thursday, the DFS Regional ATFCM-ASM Unit shall prepare the Operational Outlook Pre-tactical (O2P). The O2P is the daily summary of forecasts and plans for the following day and contains all known information relevant to operations that can be useful for the pre-tactical planning of the DFS control centres one day in advance.

On 2 November 2009, the O2P process was put into effect for the first time. Owing to the P1/VAFORIT training, the process was adapted on 17 February 2010. The process is now again modified with respect to lead times and deliverables in order to cater for situations where certain data become available later than planned.

2. Procedures

The procedures of MO-ATS 923.4 are supplemented in order to define the harmonisation process between the DFS control centres, the Regional ATFCM-ASM Unit and the CFMU.

If it is impossible for a DFS control centre to report its pre-tactical planning to the Regional ATFCM-ASM Unit as required by 1200 (1100) UTC on day D-1 or if changes have to be made to the original planning, the control centre can make a subsequent report until 1500 (1400) UTC via the Regional ATFCM-ASM Unit.



In addition, the delay sharing procedures are applied. In terms of the delay experienced by the DFS control centres in Bremen, Langen and Munich due to the P1/VAFORIT training, a field trial will be conducted to attribute this delay to a special traffic volume of the Karlsruhe control centre.

2.1 Process

The following O2P process shall be applied:

When All times in UTC*	Who	What
By 12:00 (11:00)	DFS control centres	Staff scheduling for the following day is completed; subsequent analysis of the local ATFCM situation for the following day has to be performed. The planned scenarios and pre-tactical measures are reported to the Regional ATFCM-ASM Unit.
Between 12:00 (11:00) and 12:30 (11:30)	Regional ATFCM-ASM Unit / DFS control centres	Consolidation of the DFS measures
12:30 (11:30)	Regional ATFCM-ASM Unit	The consolidated DFS measures (O2P draft) are transmitted to the CFMU (NMC). If a DFS control centre has not sent any pre-tactical ATFCM measures to the Regional ATFCM-ASM Unit, the relevant section of the O2P draft will remain empty.
Between 12:30 (11:30) and 14:00 (15:00)	Regional ATFCM-ASM Unit / DFS control centres	The control centres can transmit to the Regional ATFCM-ASM Unit any changes made to the O2P draft. The Regional ATFCM-ASM Unit will prepare a new version of the O2P draft and transmit it to the CFMU (NMC). It may be impossible or only possible in a limited manner to make a network analysis prior to the D-1 e-conference.



DFS Deutsche Flugsicherung

Between 12:30 (11:30) and 13:30 (12:30)	CFMU	Analysis of the scenarios and pre-tactical measures, use of the delay attribution procedure; subsequent feedback on the results to the Regional ATFCM Unit and the DFS control centres via the Regional ATFCM Unit.
Between 13:30 (12:30) and 14:00 (13:00)	Regional ATFCM-ASM unit / DFS control centres	Analysis of the CFMU results and feedback from DFS control centres to the Regional ATFCM-ASM Unit; DFS telephone conference, if deemed necessary for final consolidation of the DFS position; transmission of additional measures, if any.
14:00 (13:00)	Regional ATFCM-ASM Unit	Final consolidated DFS position (O2P final) is being transmitted to the CFMU (NMC) and to the DFS control centres.
Between 12:30 (11:30) and 15:00 (14:00)	Regional ATFCM-ASM unit / DFS control centres	The control centres can transmit to the Regional ATFCM-ASM Unit any changes made to the O2P draft. The Regional ATFCM-ASM Unit will prepare a new version of the O2P draft and transmit it to the CFMU (NMC). It may be impossible or only possible in a limited manner to make a network analysis prior to the D-1 e-conference.
15:00 (14:00)	Regional ATFCM-ASM Unit / DFS control centres	Participation in Eurocontrol D-1 e-conference.
After 15:00 (14:00)	DFS control centres / CFMU (NMC)	All changes are coordinated / made directly between the DFS control centres and the CFMU; this also applies to delay attribution measures.



2.2 Delay sharing process (delay attribution procedure)

In view of the upcoming P1/VAFORIT training, a DFS-wide delay attribution will be applied in a field trial, using the allocation-by-cause principle. This is a DFS-internal field trial.

If level capping or reroute scenarios are applied as a result of the P1/VAFORIT training, this could lead to overloads in the sectors of the Bremen, Langen and Munich control centres and may require ATFCM measures.

Within the scope of the CFMU network analysis, the best measure for the network is determined. If a DFS control centre implements an ATFCM measure due to the level cappings or reroute scenarios carried out by the Karlsruhe control centre, the CFMU will attribute the resulting delay to a special traffic volume established for this purpose for the Karlsruhe control centre. The reason for such an ATFCM measure will be "staffing". The FMP Karlsruhe shall be informed about this step as soon as the ATFCM measure has been requested.

3. Validity

This instruction supersedes the instruction of 10 February 2010 and shall be applied until further notice with effect from 25 October 2010.

Yours faithfully

Andre Biestmann
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