



EASA
European Aviation Safety Agency



Funded by the European Union and implemented by the
European Aviation Safety Agency

The Implementation of AIR TRAFFIC FLOW MANAGEMENT

EUR Regulatory Framework

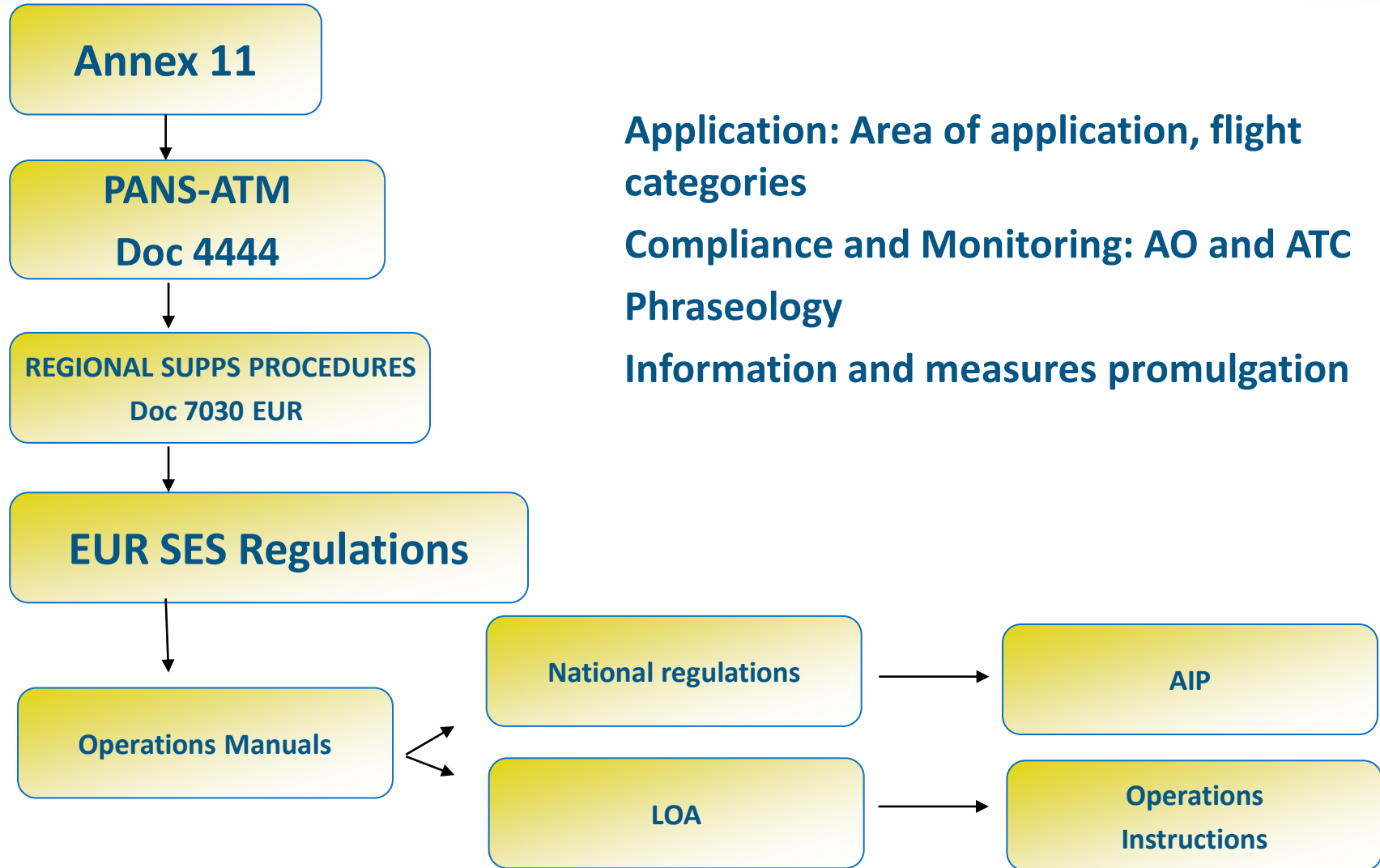
Anders Hallgren
ARISE+ ATM Expert

Your safety is our mission.

An agency of the European Union 



From regulation to operation





ICAO documentation

► ANNEX 11

ATFM shall be implemented for airspace where demand at times exceeds, or is expected to exceed, the declared capacity of the ATC services concerned;

Recommendation.— *ATFM should be implemented on the basis of regional air navigation agreements*

When traffic cannot be accommodated, the ATC unit shall so advise the ATFM unit, when such is established. Flight crews of aircraft destined to the location or area in question and operators concerned shall also be advised of the delays expected or the restrictions that will be applied.



ICAO documentation

➤ DOC 4444, Chapter 3

Every effort should be made to provide sufficient capacity to cater to both normal and peak traffic levels

The number of aircraft provided with an ATC service shall not exceed that which can be safely handled

The appropriate ATS authority should:

- a) periodically review ATS capacities in relation to traffic demand;
and
- b) provide for flexible use of airspace in order to improve the efficiency of operations and increase capacity.



ICAO documentation

➤ DOC 4444, Chapter 3

ATFM service shall be implemented for airspace where traffic demand at times exceeds the defined ATC capacity;

ATFM should be implemented on the basis of a regional air navigation agreement or, when appropriate, as a multilateral agreement;

The ATFM service within a region should be developed and implemented as a centralized ATFM organization, supported by flow management positions established at each ACC;

Detailed procedures governing the provision of the ATFM measures, and service within a region or area should be prescribed in a regional ATFM manual or handbook.



ICAO documentation

➤ DOC 4444, Chapter 3

ATFM should be carried out in three phases, strategic, pre-tactical and tactical phases;

During all phases of ATFM the responsible units should liaise closely with ATC and the aircraft operators in order to ensure an effective and equitable service.

➤ DOC 7030

ATFM is available to all States of the EUR Region and is provided in accordance with the provisions contained in Doc 4444 and the EUR ANP;

Details on application, exemptions, departure slot monitoring and promulgation of ATFM Measures



EU Regulation on ATFM

- **General obligations of Member States;**
- **Obligations of Member States concerning the central unit for ATFM;**
- **General obligations of ATS units;**
- **General obligations of operators;**
- **General obligations of airport managing bodies; and**
- **Monitoring of compliance to ATFM measures.**



EASA
European Aviation Safety Agency



Funded by the European Union and implemented by the
European Aviation Safety Agency

Thank you for your attention!

Your safety is our mission.

An agency of the European Union

