DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.

NBAA

Europe

What Could, Might and Will Happen to Your Operation Here

February 9, 2017 – 8:45 am – 10:00 am

PRESENTED BY:

Terry Yoemans, IS-BAH Manager IBAC, Luton, England

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SCHEDULERS & DISPATCHERS CONFERENCE

February 7-10, 2017 | Fort Worth, TX

NBAA

Flight Operations

$$f(x) = \frac{-2x^2}{n\pi}\cos\left(\frac{n\pi x}{2}\right)\Bigg|_0^2 + \int_0^2 \frac{4x}{2\pi}\cos\left(\frac{n\pi x}{2}\right)dx$$

$$= \frac{-2x^2}{n\pi}\cos\left(\frac{n\pi x}{2}\right)\Bigg|_0^2 + \frac{4x}{n\pi^2}\sin\left(\frac{n\pi x}{2}\right)\Bigg|_0^2 + \frac{8}{n^2\pi^3}\cos\left(\frac{n\pi x}{2}\right)\Bigg|_0^2$$

$$= \left[\frac{2}{\pi}\cos(n\pi)\left[\frac{4}{n^2\pi^2} - \frac{4}{n}\right] + \frac{8}{n\pi^2}\sin(n\pi)\right] - \left[\frac{2}{\pi}\cos(0)\left[\frac{4}{n^2\pi^2}\right] + 0\right]$$

$$\therefore \quad \underline{\underline{b_n = \frac{8}{n^2\pi^3}\left[(1-n\pi^2)\cos(n\pi) - 1\right] + \frac{8}{n\pi^2}\sin(n\pi)}} \quad n = 1,2.....$$

2

Useful LOA/OpsSpecs

A056 Data Link Communications (CPDLC ADS-C)
A061 Use of Electronic Flight Bag
A153 ADS-B Ops Outside the U.S.-Designated Airspace
B030 IFR Navigation Using GPS/WAAS RNAV Systems
B034 RNAV-5 Class I (P-RNAV too)
B036 Multiple Long Range Navigation Systems (M-LRNS)
B039 NAT HLA (Formerly NAT MNPS)
B046 RVSM
C052 RNAV (GPS) Approach (LNAV, LNAV/ VNAV using Baro-VNAV)
C063 RNP 1
C384 RNP AR Approach

Avionics requirements for Civil aircraft

EUROCONTROL

NBAA

EUROCONTROL has prepared a short summary offering an overview of avionics requirements for civil aircraft. The intention is to list key avionics requirements including those recently or soon to be brought into force.

It is important to note that the i
States of the European Civil Avi

It should also be noted that only
formal and liable information co

Where a system requirement is
If a State elects to waive the IC
It is up to each Member State to

Disclaimer

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The contents are provided without
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It is the users' responsibility to mak

Users are reminded that States rem
advised to continue to consult Natio

Civil aircraft – Communications requirements

Domain Programme Area	Equipment Requirement	ECAC Airspace Requirement	Airworthiness or Operational Requirement	Remarks
VHF Com 8.33 KHZ	The probability of the loss of voice communication is better than or equal to remote. Depending of the size of the aircraft and the kind of operation, this could mean that only one set of 8.33kHz COM is required. Manufacturers of radios intended to operate in the VHF band, or their authorised representatives established in the Union, shall ensure that from 17 November 2013 all radios placed on the market, are 8, 33 kHz channel spacing capable.	Mandatory carriage above FL195 from 15 March 2007. Below FL195: the European Commission published the new voice channels spacing implementing rule in the Official Journal of the EU on the 16 November 2012 as Regulation (EU) No 1079/2012	For guidance on airworthiness and operational aspects see JAA TGL 7 Rev 1 See also EASA NPA 2013-06	Below FL195: Europe has agreed to extend the use of 8.33 kHz radios in several phases: Phase 2 (2014), a small number of control sectors in the most frequency congested areas in which most aircraft are already 8.33 kHz capable will require 8.33 kHz radio equipage. Phase 3 (by 31st Dec. 2018), aims for full deployment in all European airspace, however European States can propose to delay deployment in areas that have a limited network impact. Attention: Possible amendments to regulation 29/2009 may follow
VHF Com Immunity from FM radio broadcasts	All VHF Comm. equipment		For guidance see JAA TGL16	Some states may have exempted from the requirement.
Controller-Pilot Data Link Communications (CPDLC) ATN/VDL Mode 2	3rd VHF Digital Radio, also either: Communications Management Unit (CMU) and Multi-function Control Display Unit (MCDU), or Air Traffic Service Unit (ATSU) and Dedicated Control and Display Unit (DCDU) or Integrated solution (e.g. Boeing FANS2) or Electronic Flight Bag solution (TBD)	SES Data Link Services Implementing Rule - EC Reg. No. 29/2009 for above FL 285 (all of EU): Feb 2018	See EASA CS	Airframe Dates All aircraft: Feb 2020 ** Additional information Link2000 + Programme Website

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Aircraft Equipage Requirements, General

ELT

Annex 6, Part 1, Paragraph 6.17

Annex 6, Part 2 Section 2, Chapter 2.4, Paragraph 2.4.12

CVR/FDR

Annex 6, Part 1, Paragraph 6.3

Annex 6, Part 2 Paragraph 3.6.3 Appendix 8

Aircraft Equipage Requirements, General

GPWS

Annex 6, Part 1, Paragraph 6.15
Annex 6, Part 2 Paragraph 2.4.11

SMS

Annex 6, Part 1 Paragraph 3.3.3, 8.7.3,
Annex 6, Part 2 Paragraph 3.3.2

Aircraft Equipage Requirements, TCAS/ACAS II

ACAS/TCAS

Annex 6, Part 1, Paragraph 6.18
Annex 6, Part 2 Paragraph 3.6.10

TCAS Advisory	Version 7.1 Annunciation	Version 7.0 Annunciation	6.04a Annunciation
Traffic Advisory	Traffic, Traffic		
Climb RA	Climb, Climb		Climb, Climb, Climb
Descend RA	Descend, Descend		Descend, Descend, Descend
Altitude Crossing Climb RA	Climb, Crossing Climb; Climb, Crossing Climb		
Altitude Crossing Descend RA	Descend, Crossing Descend; Descend, Crossing Descend		
Reduce Climb RA	Level Off, Level Off	Adjust Vertical Speed, Adjust	Reduce Climb, Reduce Climb
Reduce Descent RA	Level Off, Level Off	Adjust Vertical Speed, Adjust	Reduce Descent, Reduce Descent
RA Reversal to Climb RA	Climb, Climb NOW; Climb, Climb NOW		
RA Reversal to Descend RA	Descend, Descend NOW; Descend, Descend NOW		
Increase Climb RA	Increase Climb, Increase Climb		
Increase Descent RA	Increase Descent, Increase Descent		
Maintain Rate RA	Maintain Vertical Speed, Maintain		Monitor Vertical Speed
Altitude Crossing, Maintain Rate RA (Climb and Descend)	Maintain Vertical Speed, Crossing Maintain		Monitor Vertical Speed
Weakening of RA	Level Off, Level Off	Adjust Vertical Speed, Adjust	Monitor Vertical Speed
Preventive RA (no change in vertical speed required)	Monitor Vertical Speed		Monitor Vertical Speed, Monitor Vertical Speed
RA Removed	Clear of Conflict		

Aircraft Equipage Requirements, TCAS/ACAS II

ATM Flight Procedures, "Normals"

QNH on Hpa
250KIAS below 10,000MSL
PANS-Ops
WGS-84
Visibility reported in meters
Temp in degrees Celsius
OCA's
RNAV-5, *B-RNAV*
RNAV-1, *P-RNAV*
ACAS/TCAS II (7.1 1DEC15)

Know your aircraft dimensions/specs in metric

Austria, Belgium, Bulgaria
Croatia, Cyprus, Czech Republic
Denmark, Estonia
Finland, France,Germany,Greece
Hungary, Ireland, Italy
Latvia, Lithuania, Luxembourg
Malta, Norway, Poland, Portugal
Romania,Slovak Republic
Slovenia,Spain, Sweden
Switzerland, The Netherlands
United Kingdom
Liechtenstein

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ATM Flight Procedures, "Non-Normals"

General Oceanic	None
Weather Deviation	None
Interception	None
RVSM	None
Wake Vortex/Turbulence	Reporting Required
Long Range Navigation Failure	RNAV vs. Ground Based
Lost Communication	7min vice ICAO 20
Ditching at Sea	SOP's and/or drills ?
SAR Procedures	SOP, SMS Resources
Volcanic Ash	CAA's vs. Manufacturer's
SLOP	No

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ATM Flight Procedures, "USA Normals"

Land after Procedure

3.8.3.1

Normally, only one aircraft is permitted to land or take-off on the runway-in-use at any one time. However, when the traffic sequence is two successive landing aircraft, the second one may be allowed to land before the first one has cleared the runway-in-use, providing:

1. The runway is long enough;
2. it is during daylight hours;
3. the second aircraft will be able to see the first aircraft clearly and continuously until it is clear of the runway;
4. the second aircraft has been warned.
   ATC will provide this warning by issuing the second aircraft with the instruction 'land after ..... (first aircraft type)' in place of the usual instruction 'Cleared to land'. Responsibility for ensuring adequate separation between the two aircraft rests with the pilot of the second aircraft.

ATM Flight Procedures, "ICAO-Normals"

12-2 *Air Traffic Management (PANS-ATM)*

12.2.7 Conditional phrases, such as "behind landing aircraft" or "after departing aircraft", shall not be used for movements affecting the active runway(s), except when the aircraft or vehicles concerned are seen by the appropriate controller and pilot. The aircraft or vehicle causing the condition in the clearance issued shall be the first aircraft/vehicle to pass in front of the other aircraft concerned. In all cases a conditional clearance shall be given in the following order and consist of:

a) identification;

b) the condition;

c) the clearance; and

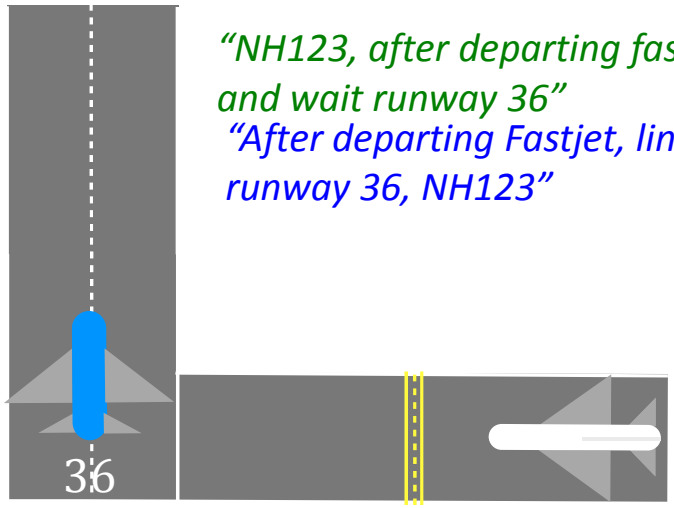
d) brief reiteration of the condition,

for example:

"SAS 941, BEHIND DC9 ON SHORT FINAL, LINE UP BEHIND".

Note.— This implies the need for the aircraft receiving the conditional clearance to identify the aircraft or vehicle causing the conditional clearance.

ATM Flight Procedures, "ICAO-Normals"



"NH123, after departing fastjet, line-up and wait runway 36"

"After departing Fastjet, line-up and wait runway 36, NH123"

ATM Flight Procedures, “Similar Wake Separation”

(c) Wake Turbulence Category. Insert an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

(1) H — HEAVY, to indicate an aircraft type with a maximum certificated takeoff weight of 300,000 pounds (136 000 kg), or more;

(2) M — MEDIUM, to indicate an aircraft type with a maximum certificated takeoff weight of less than 300,000 pounds (136,000 kg), but more than 15,500 pounds (7,000 kg);

(3) L — LIGHT, to indicate an aircraft type with a maximum certificated takeoff weight of 15,500 pounds (7,000 kg) or less.

ICAO
Medium behind Heavy
5NM and 2min

EU/EASA
Medium behind Heavy
5NM and 2min

USA
Medium behind Heavy or 757
4NM or 2min

ATM Flight Procedures, “Similar Wake Separation”

Weight Parameters (Maximum take-off mass (MTOM) in kg)

Category	ICAO and Flight Plan (kg)	UK Departures (kg)	UK Arrivals (kg)
Heavy (H)	≥ 136000	≥ 136000	≥ 136000
Medium (M)	> 7000 & > 136000	> 40000 & < 136000	N/A
Upper Medium (UM)	N/A	N/A	>104000 & < 136000
Lower Medium (LM)	N/A	N/A	>40000 & ≤ 104000
Small (S) (UK only)	N/A	> 17000 & ≤ 40000	17000 & ≤ 40000
Light (L)	≤ 7000	≤ 17000	≤ 17000

sidered to form the medium category group and is not split for departure wake

(c) Wake Turbulence Category. Insert an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

(1) H — HEAVY, to indicate an aircraft type with a maximum certificated takeoff weight of 300,000 pounds (136 000 kg), or more;

(2) M — MEDIUM, to indicate an aircraft type with a maximum certificated takeoff weight of less than 300,000 pounds (136,000 kg), but more than 15,500 pounds (7,000 kg);

(3) L — LIGHT, to indicate an aircraft type with a maximum certificated takeoff weight of 15,500 pounds (7,000 kg) or less.

UK
Medium behind Heavy or 757
5NM or 2min

ATM Flight Procedures, “USA RECAT Separation”

>300,000lbs >245’	>300,000lbs 245’ to 175’	>300,000lbs 174’ to 125’	<300 >41Klbs 90’ to 124’	>41Klbs 65’ to 89’	<41Klbs ≥ 125’
Category A	**Category B**	**Category C**	**Category D**	**Category E**	**Category F**
A380	B747 series	MD11	B757 series	AT72	E120
AN-225	A340 series	B763	B737 series	RJ100	B190
	B777 series	A306	A320 series	RJ85	C650
	A330 series	C-17	B727 series	B463	H25B
	C-5		MD80 series	B462	C525
			DC9 series	E170	
			E190	CRJ1/2	
			B717	CRJ7/9	
			GLF5	AT45	
			DH8D	AT43	
			F100	GLF4	
			F70	SF34	
			C-130 series	DH8A/B/C	
			C/KC-135 series	E135/145	

ATM Flight Procedures, “Similar Wake Separation”

Table 2 details the RECAT wake separation standards.

Table 2: RECAT Wake Separation Standards

RECAT Separation Matrix

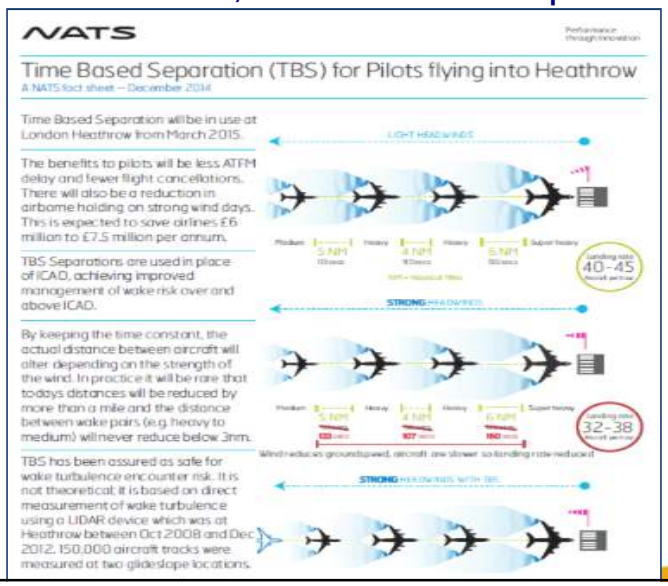
Leader	Follower: A	B	C	D	E	F
A	MRS	5.0	6.0	7.0	7.0	8.0
B	MRS	3.0	4.0	5.0	5.0	7.0
C	MRS	MRS	MRS	3.5	3.5	6.0
D	MRS	MRS	MRS	MRS	MRS	5.0
E	MRS	MRS	MRS	MRS	MRS	4.0
F	MRS	MRS	MRS	MRS	MRS	MRS

- Separation was increased for some or all aircraft pairs
- Separation remained the same for some or all aircraft pairs
- Separation was decreased for some or all aircraft pairs
- MRS — Minimum Radar Separation (3NM, or 2.5 NM when existing requirements are met)

Table 3, illustrates the current wake separation standard and the RECAT separation standard between a B767 and B747-400.

Table 3: Example RECAT Wake Separation

ATM Flight Procedures, “EGLL Wake Separation”



NATS

Performance through innovation

Time Based Separation (TBS) for Pilots flying into Heathrow

A NATS fact sheet – December 2014

Time Based Separation will be in use at London Heathrow from March 2015.

The benefits to pilots will be less ATFM delay and fewer flight cancellations. There will also be a reduction in airborne holding on strong wind days. This is expected to save airlines £6 million to £7.5 million per annum.

TBS Separations are used in place of ICAO, achieving improved management of wake risk over and above ICAO.

By keeping the time constant, the actual distance between aircraft will alter depending on the strength of the wind. In practice it will be rare that todays distances will be reduced by more than a mile and the distance between wake pairs (e.g. heavy to medium) will never reduce below 3nm.

TBS has been assured as safe for wake turbulence encounter risk. It is not theoretical; it is based on direct measurement of wake turbulence using a LIDAR device which was at Heathrow between Oct 2008 and Dec 2012. 150,000 aircraft tracks were measured at two glideslope locations.

ATM Flight Procedures, “Transistion Altitude”

Austria 4 - 11,000
Denmark 4/3,000
Finland 5,000
France 5,000
Germany 4,000
Greece 2,000
Hungary 9,000
Iceland 7,000
Ireland 5,000
Italy 3 -15,000
Netherlands 3,000
Poland 6,500
Spain 6 - 13,000
Sweden 5 - 9,000
United Kingdom 3 - 6,000

EASA = NO

UK = 18,000 MSL ~~November 2015~~

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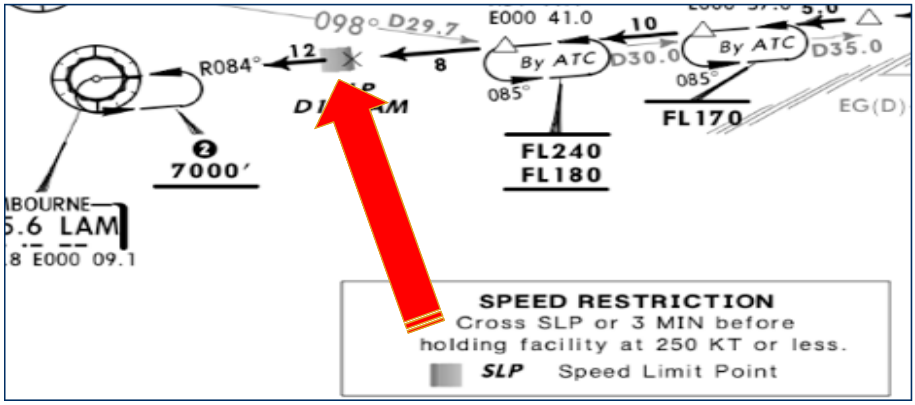
ATM Flight Procedures, “Non-Normals”



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ATM Flight Procedures, “Non-Normals”

SPECIAL PROCEDURES FOR RNAV TRANSITIONS TO FINAL APPROACH

Aircraft following RNAV 'Transition to Final Approach' procedures at Berlin (Schönefeld), Berlin (Tegel), Bremen, Dresden, Dusseldorf, Erfurt, Frankfurt-Hahn, Frankfurt/Main, Friedrichshafen, Hamburg, Hannover, Cologne-Bonn, Leipzig-Altenburg, Leipzig-Halle, Lubeck (Blankensee), Munich, Nurnberg, Stuttgart airports and experiencing radio communication failure, are to comply with the following:

a. After receiving a „TRANSITION“ or „TRANSITION AND PROFILE“ clearance, the pilot shall switch to transponder code 7600 immediately and continue the flight in accordance with the lateral and vertical description of the procedure, including assigned speeds with subsequent final leg of a published Standard Instrument Arrival Procedure.

b. After receiving a „DIRECT TO WAYPOINT“ or

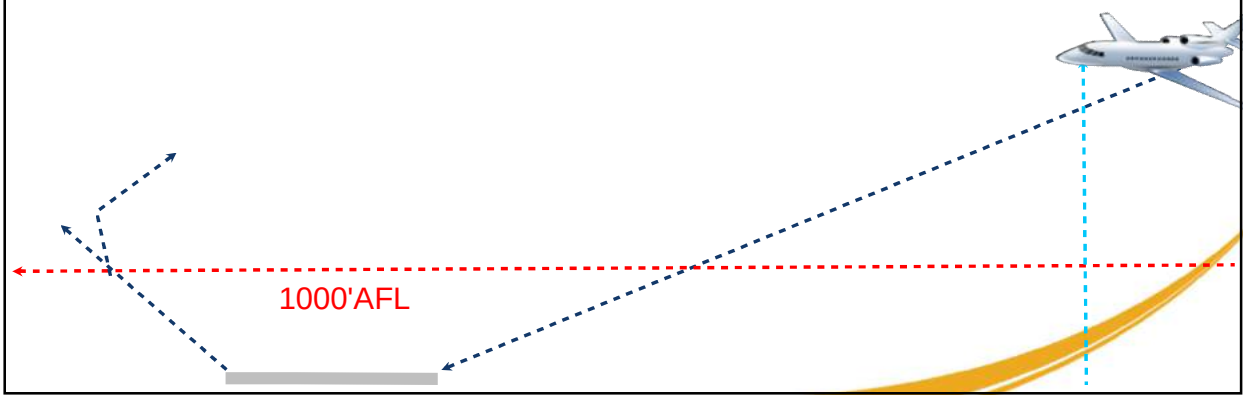
ATM Flight Procedures, “Non-Normals”

“Prestwick Ground, NH123 Requesting current altimeter setting and expected Departure”

“NH123 altimeter setting 1010 Milibar, expect the Galloway One Kilo departure”

ATM Flight Procedures, “Approach Ban”

14CFR 91.175 vs. IR-Ops NCC.OP.230



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ATM Flight Procedures, "Non-Normals"

"Constant Descent Final Approach, CDFA"

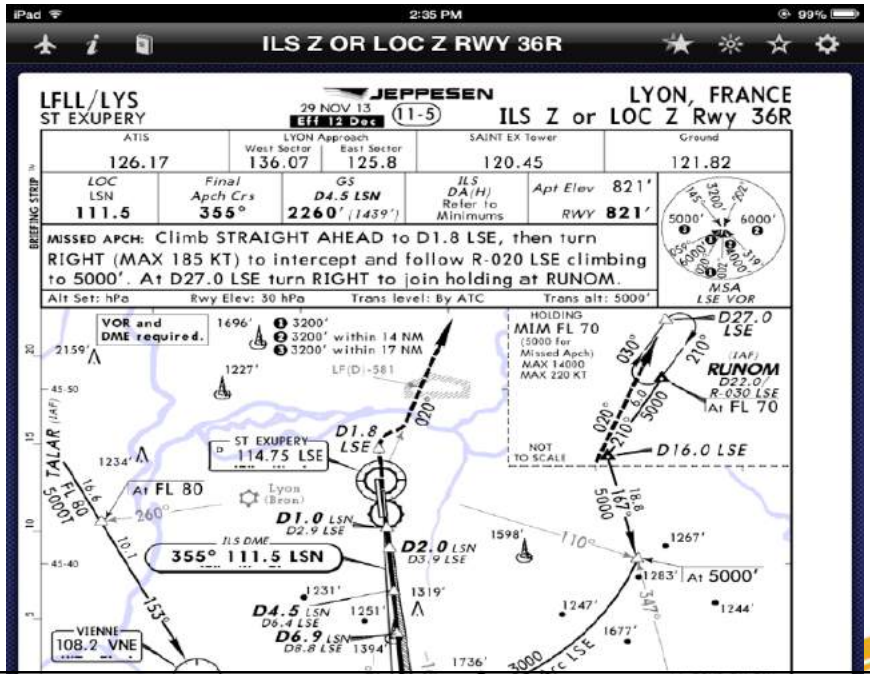
~~OpSpec073/AC120-108~~.... *DDA=add something to MDA*

IR-Ops NCC.OP.111, *CDFA shall be used or Ceiling/Viz add*

Best Practices Recommendations

- Jeppesen does NOT show any add-on to MDA/H, DA/H
- Some States may specify how much add-on
- Jeppesen is never below State OCAs'
- If CDFA in NOT used, RVR must be increased 400M (Cat C/D)

NBAA



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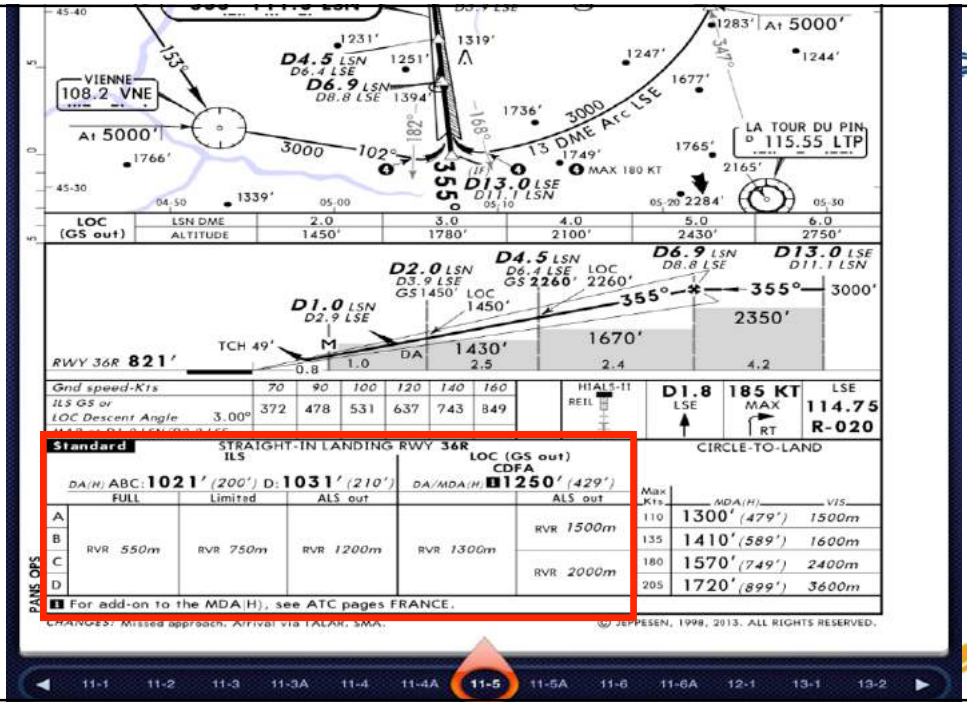

NBAA

NBAA

ATM Flight Procedures, "Non-Normals"

"Constant Descent Final Approach, CDFA"

Using MDA(H) as a DA(H) – CDFA flight technique

The operational minima published on French non-precision approach charts have been determined based on the assumption that these approaches are flown using the CDFA flight technique unless otherwise stated by the Authority for a particular approach to a particular runway.

The CDFA flight technique implies a continuous descent on final approach, without level-off at or above the MDA(H).

To avoid descending below the MDA(H) in case of a Missed Approach, France State Authority recommends to add following mean vertical margins to the published MDA(H) to use it as a DA(H):

Aircraft Category	Margin/Add-On
A	20ft
B	30ft
C	40ft
D	60ft

These margins, however, are not considered necessary by France State Authority, if it is ensured that all three criteria below are fulfilled:

- The visual segment surface (VSS) is not penetrated by an obstacle;
- Protection of the initial Missed Approach complies with ICAO recommended rules;
- The MAP is located at or after the runway thresh-

If one or more of mentioned are no will be published recommendation t to the published D MDA(H) as a DA(H

The note will read: see ATC pages FR

Should the CDFA tech particular approach, the MDA(H) and the Minir non-CDFA, to indicate have been increased f (by 200m for Cat A/B Cat C/D aeroplanes, RVR/CMV value does n

Approach Ban

For approach ban info CONTROL, EU-OPS 1 MINIMUMS.

PILOT CONTROLLE

A system of switching o area lights from aircraft French airports. Informa system is given in Airp instrument approach ch

Lighting system switc

After checking that th lighting system is swi

Safety Assessment of Foreign Aircraft, 1996
"RIP 2016"

- Overseen by the European Aviation Safety Agency
- Authority for Air Operations (ARO)-Ramp, active 27OCT14
- Applies to EU countries and operations inside EU

The Check can Include...

- Licenses of pilots
- Both pilots must be type rated
- Must have an ICAO first class physical
- If you use corrective lenses, must have a second pair available in the cockpit

Based on Certificate Vice Seat
Expiration Month

Safety Assessment of Foreign Aircraft, 1996
"RIP 2016"

The Check can Include...

- Age requirements
- Procedures and manuals that should be carried in the cockpit
- Compliance with these procedures by flight and cabin crew
- Safety equipment in cockpit and cabin
- Cargo carried in the aircraft
- The apparent condition of the aircraft

Commercial vs. Private

HAZMAT or DG?

NBAA

Safety Assessment of Foreign Aircraft, 1996
"RIP 2016"

30.4.2004 EN Official Journal of the European Union L 143/85

National Aviation Authority *(Name)*

(State)

	Item	Checked		Remark	
	A.Flight Deck				
	General				
1.	General condition	1		1	
2.	Emergency exit	2		2	
3.	Equipment	3		3	
	Documentation				
4.	Manuals	4		4	
5.	Checklists	5		5	
6.	Radio navigation charts	6		6	
7.	Minimum equipment list	7		7	
8.	Certificate of registration	8		8	
9.	Noise certificate (where applicable)	9		9	
10.	AOC or equivalent	10		10	
11.	Radio licence	11		11	
12.	C of A	12		12	

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Safety Assessment of Foreign Aircraft, 1996
"RIP 2016"

	Flight data				
13.	Operational flight plan	13		13	
14.	Load distribution	14		14	
	Safety Equipment	3		3	
15.	Hand fire extinguishers	15		15	
16.	Life jackets / flotation device	16		16	
17.	Harness	17		17	
18.	Oxygen equipment	18		18	
19.	Flash light	19		19	
	Flight crew				
20.	Flight crew	20		20	
	Journey log book /technical log or equivalent				
21.	Journey log book	21		21	
22.	Maintenance release	22		22	
23.	Deferred defect rectification	23		23	
24.	Preflight inspection	24		24	

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Safety Assessment of Foreign Aircraft, 1996
"RIP 2016"

Flight crew				
20	**Flight crew license/composition**	• On-board • Form/content/English translation when needed • Validity • Ratings (appropriate type)(PIC/ATPL) • Pilots age • Possible difference with ICAO Annex 1 (concerning the age of pilots) • In case of validation (all documents needed) • Medical Assessment/ check interval • Spare eye glasses if applicable	▫	▫

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Safety Assessment of Foreign Aircraft, 1996
"RIP 2016"

2012 Results

Just over 11,000 Inspections Performed

- ✓ *Over twice as many as 2005*
- ✓ Evenly split between EU and Non-EU countries

Largest Number of SAFA Locations

- ✓ France (71)
- ✓ Italy (34), UK (31) and Germany (30)

Safety Assessment of Foreign Aircraft, 1996
"RIP 2016"

2012 Results

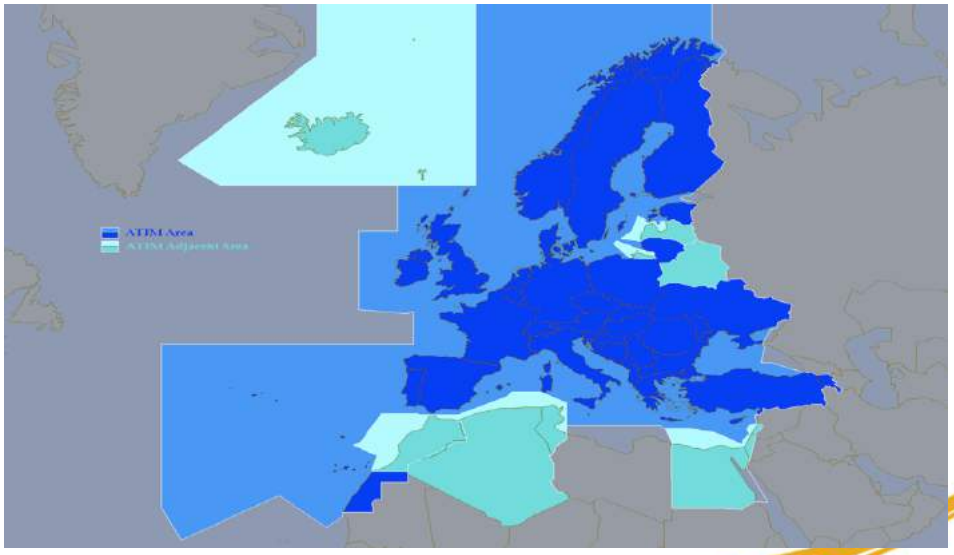
Most Frequent Commercial Operators Inspected

- ✓ *Aeroflot, Lufthansa, EasyJet*

Most Frequent private operator's country of registration

- ✓ *USA, Isle-of-Man, Germany*

Air Traffic Management, "Regulated Flights"



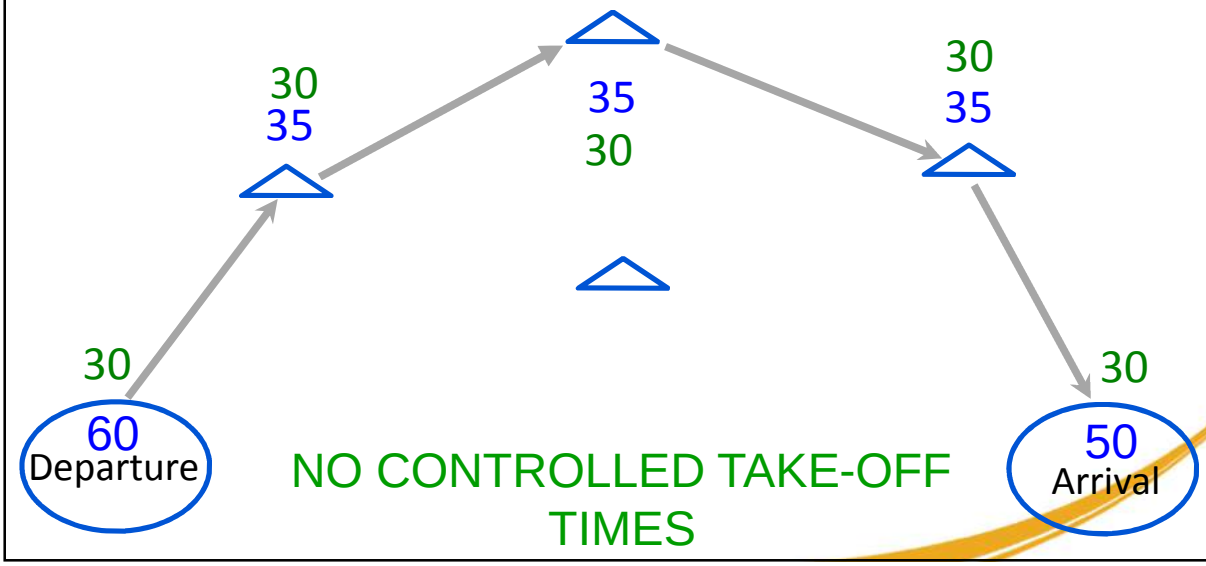
Air Traffic Management, “Regulated Flights”

Where “Slots” Occur...

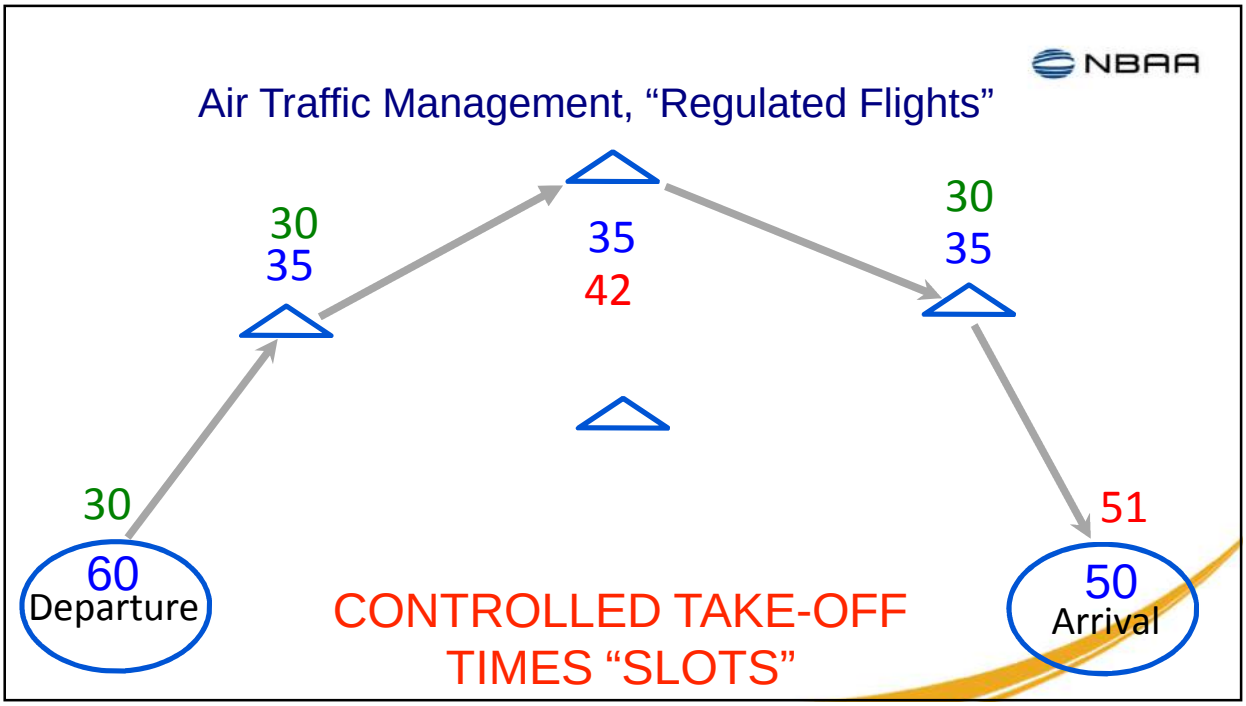
ATC
- ✓ Airport of departure
- ✓ Airport of arrival
- ✓ Sectors
- ✓ Altitudes
- ✓ Routings

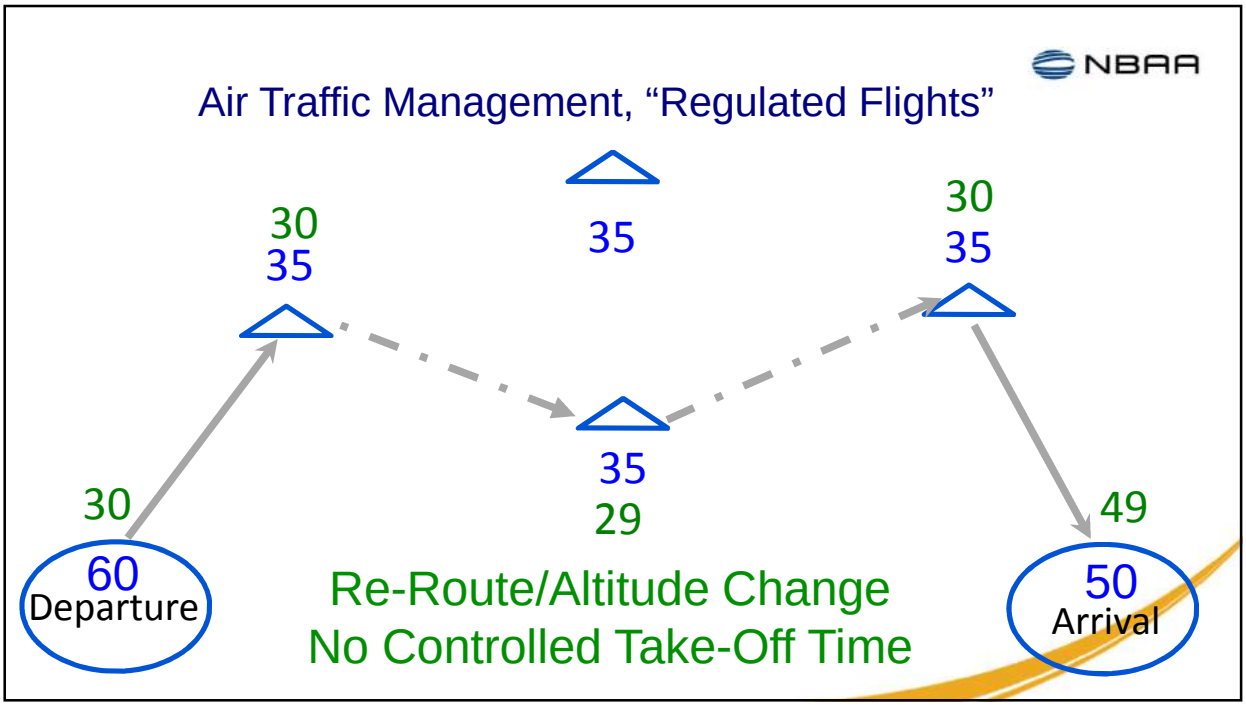
Airport Authority
- ✓ Landing
- ✓ Parking
- ✓ Operating

Air Traffic Management, “Regulated Flights”



NO CONTROLLED TAKE-OFF TIMES


NBAA
Air Traffic Management, “Regulated Flights”
30
35
35
42
30
35
30
51
60
Departure
CONTROLLED TAKE-OFF
TIMES “SLOTS”
50
Arrival


NBAA
Air Traffic Management, “Regulated Flights”
30
35
35
30
35
35
29
30
49
60
Departure
Re-Route/Altitude Change
No Controlled Take-Off Time
50
Arrival

Air Traffic Management, “Regulated Flights”

168 Hrs 7 Day	Strategic flow management begins
120 Hrs 5 Day	Max time to file
48 Hrs	Begin tracking WX, rwy configures, sector capacities
20 Hrs	RPL, repetitive flight plans entered into system
12 Hrs	Once/hr 4-Dimension run of all flight plans known
4 Hrs	Re-route w/o need for slots?
3 Hrs	Min time to file-if slots are required, (excpt State/SAR)
2 Hrs	CTOT "Slots" assigned via SAM
1 Hr	Min time to file FPL w/o slots required
30 min	Max time for EOBT improvement via REA
5 min	Begin CTOT window

----------Estimated Off Blocks Time----------

Air Traffic Management, “Regulated Flights”

5 min	Begin CTOT window

----------Estimated Off Blocks Time----------

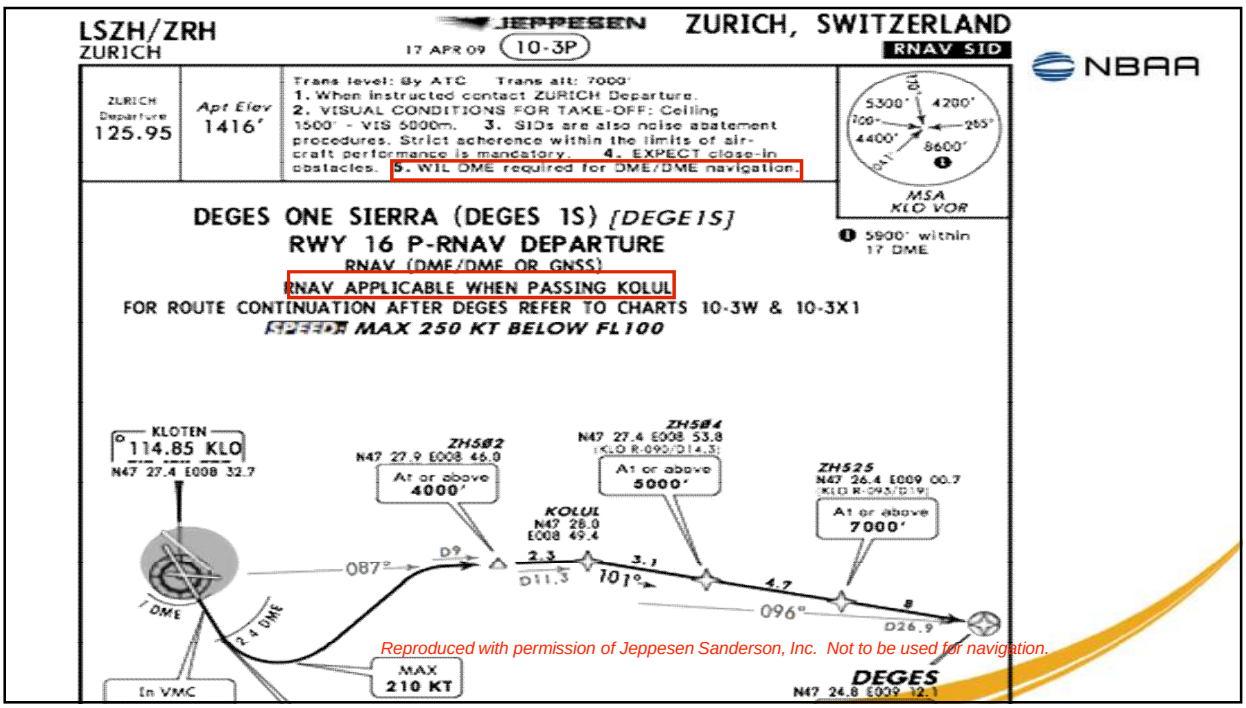
10 min	End CTOT window
15 min	Max delay request w/o new slot assigned
30 min	Max time for flight plan in system left unused

ICAO Flight Plan Block#18

- ✓ Below 2400RVR Capable?
- ✓ Telephone contact number?
- ✓ What-if re-routing?
- ✓ Cancel FPL as early as possible, if not to be flown

Air Traffic Management, “Regulated Flights”

EOBT	+ Taxiout	= ETOT	+ ATM Delay	= CTOT
1040	11	1051	37	1128



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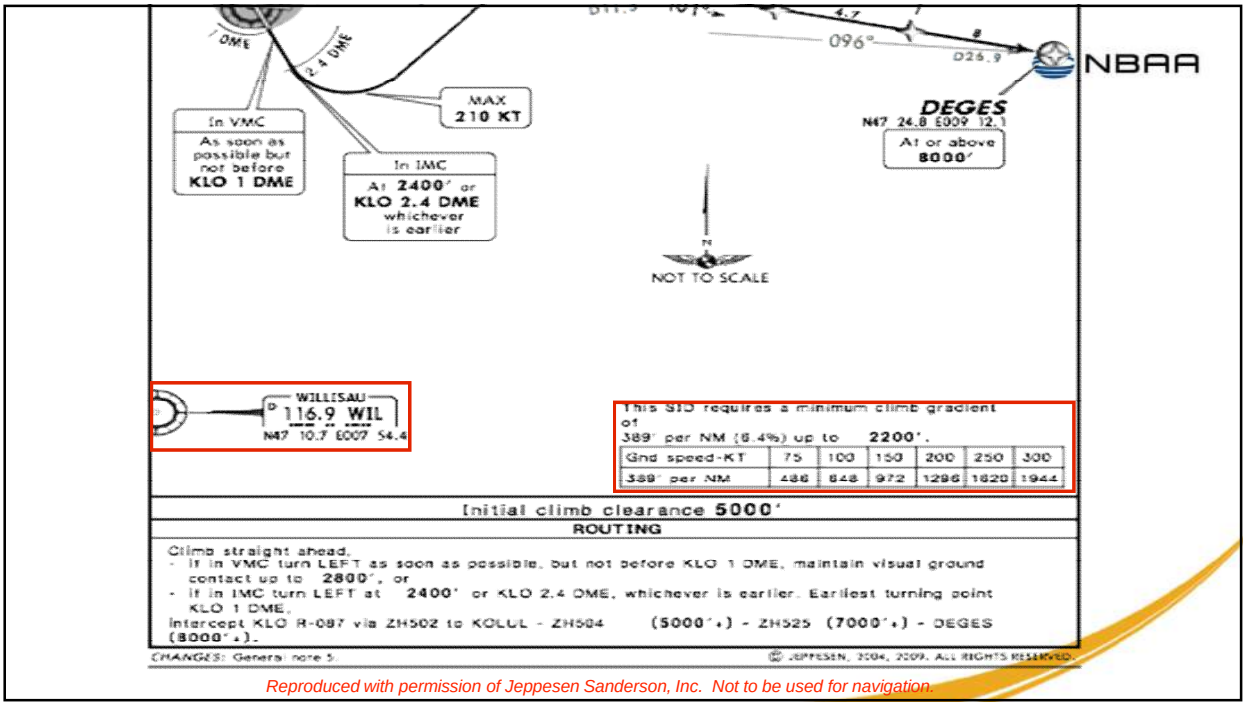

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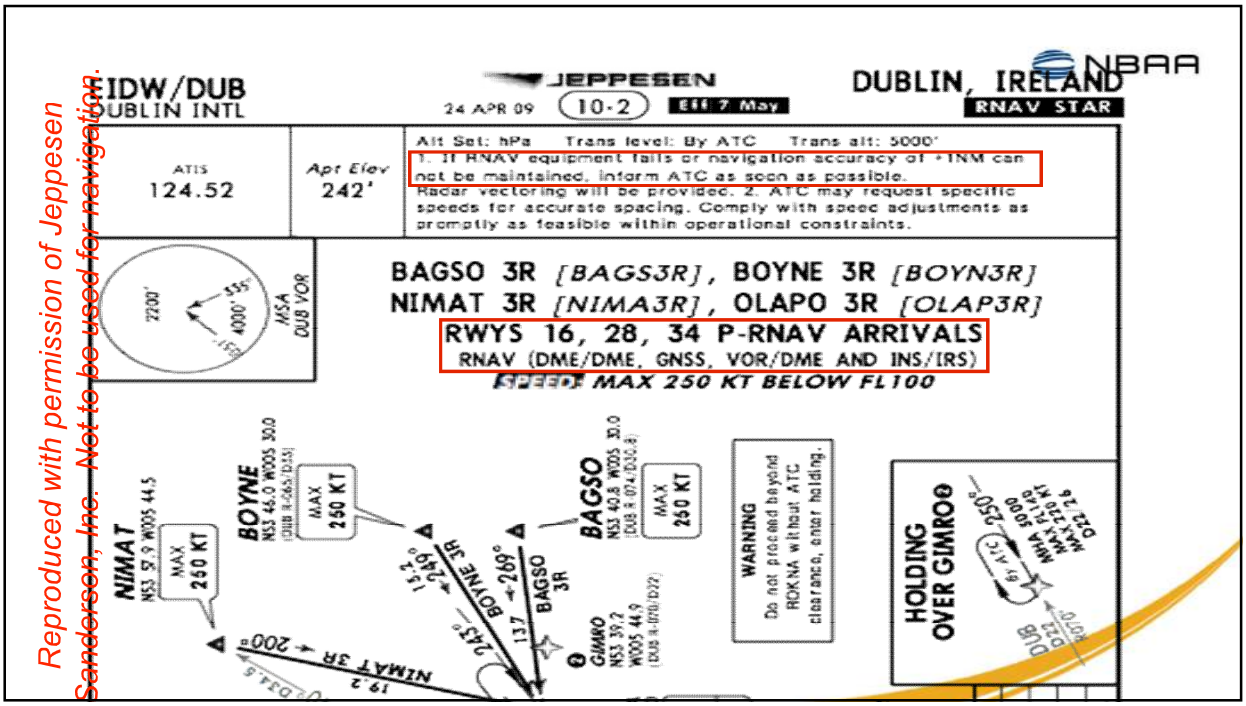

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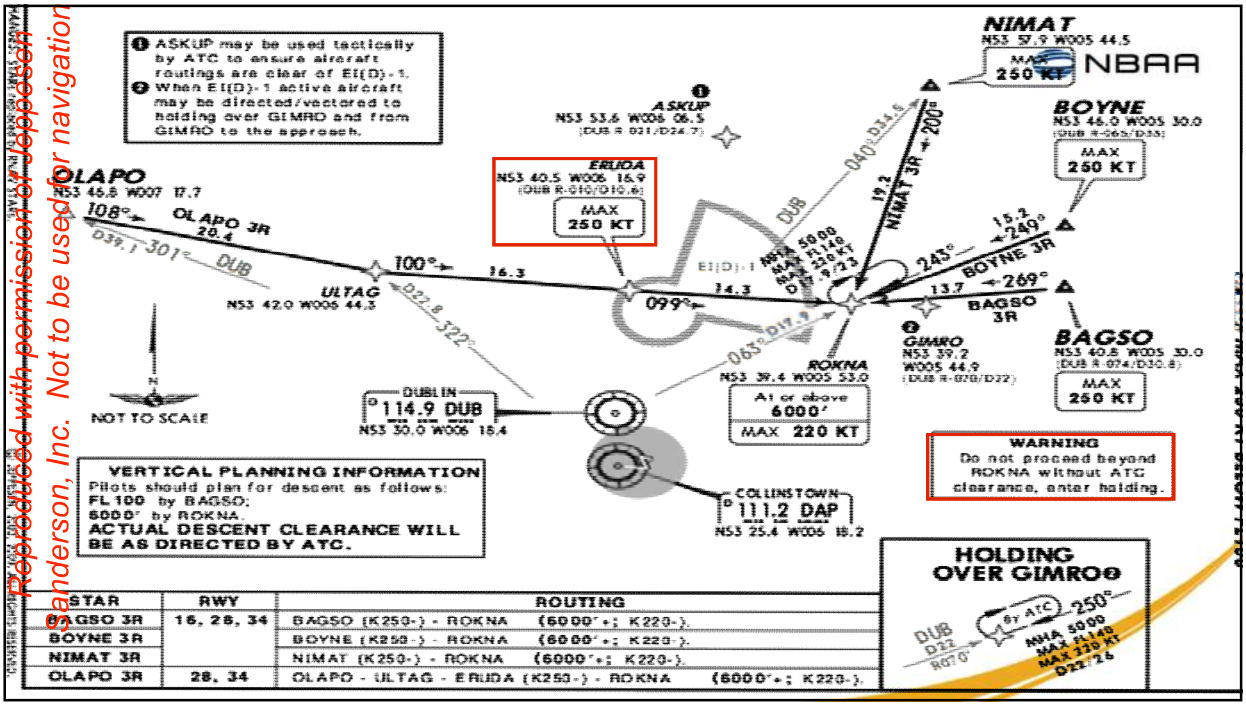

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NBAA

Crowd Source Question #3

What is the Source Document for Rules and Procedures Once Inside a Country?

A. ICAO Annex 2, Annex 6 and Document #8168
B. USA always, ignore local regulations
C. Aeronautical Information Publication

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Do Not Forget:
Aeronautical Information Circulars
AIP Supplements
NOTAMS