AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

A list of the applicable rules can be consulted in section GEN 1.6. In the sections below, a descriptive summary is offered to help airspace users, although if there is any discrepancy, the Rule will prevail over the content of the AIP. The content of this AIP section does not fulfil the quality requirements.

AIR TRAFFIC FLOW MANAGEMENT

Air Traffic Flow Management is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ACC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority.

A Centralised Air Traffic Flow Management (ATFM) service is established within the ICAO (EUR) Region to optimise the use of air traffic system capacity. The Eurocontrol Network Management Directorate (NMD) in Brussels provides, through its Network Manager Operations Centre (NMOC), this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

The NMD includes the Flow Management Division (FMD), responsible for the planning, co-ordination and implementation of ATFM measures within the FMD ATFM area and the Flight Data Operations Division (FDOD), responsible for collecting, maintaining and providing data on all flight operations and the air navigation infrastructure. FDOD includes the Integrated Initial Flight Plan Processing System (IFPS). A description of the ATFM area and information on the Network Operations Systems can be found in the Network Operations HANDBOOK.

ATFM DOCUMENTATION

ICAO EUROPEAN REGION ATFM PROCEDURES

The general ATFM procedures which apply throughout the ICAO European Region are published in the ICAO Doc 7030, Regional Supplementary Procedures (Europe).

NETWORK OPERATIONS TECHNICAL PROCEDURES AND INFORMATION

Specific Network Operations Technical procedures and information can be found in the Network Operations HANDBOOK published by the NMD and available from the following address:

Eurocontrol Library, Rue de la Fusée, 96
B-1130 Brussels, Belgium
TEL: 00-32-2-729-639/3023
FAX: 00-32-2-729-9109
or from the NMD website at:
https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

Basic Network Operations HANDBOOK sections include:

a. General and Network Operations Systems: this contains details of the NMD organisation, area of responsibility and a description of Network Operations systems;

b. The ATFM Users Manual: this is a self-contained users manual for aircraft operators and ATC units describing Network Operations procedures in the context of the NMD TACTICAL (TACT) and Computer Allocated Slot Allocation (CASA) systems;

c. IFPS Users Manual: this is a self-contained users manual describing operating procedures for flight plan filing in the IFPS area.

Only a limited selection of Network Operations Technical procedures are reproduced in AIP-ESPAÑA. Reference should be made to the Network Operations HANDBOOK for comprehensive information and procedures.

ATFM PROCESSES

The emphasis for ATFM measures is changing from regulation (delaying aircraft on the ground) towards capacity management. Only when no other option is available will a regulation be applied and delays issued (Slot Allocation).

Alternative ATFM measures include the re-routing of aircraft both strategically and tactically. Permanent Strategic routing requirements are published in the Route Availability Document (RAD). The RAD enables ATC to maximise capacity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas.

In addition, routing "scenarios" may be applied by the NMD to help resolve particular problems on particular days. These involve recommended or mandatory routes for particular groups of flights or selected individual flights. Re-routes for groups of flights will be published by the NMD in an AIM (Air Traffic Flow and Capacity Management Information Message) or ANM (ATFM Notification Message).

Re-routing may include restricting the level of an aircraft to keep it out of a particular ATC sector. This is known as level capping. Level capping scenarios are published for groups of aircraft. A list of available re-routing and level capping scenarios is promulgated on the NMD website:

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

Aircraft Operators (AOs) complying with a re-route or level capping requirement, shall modify any existing flight plan in order to avoid the imposed restrictions.

SLOT ALLOCATION PROCESS

When no other option is available, a regulation will be applied by NMD and departure times will be issued in the form of a Calculated Take Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the Enhanced Tactical Flow Management Systems (ETFMS).

The ETFMS is largely automated and functions from an Aircraft Operators point of view in a passive mode. There is, therefore, no requirement to request a slot as the act of filing a flight plan effectively constitutes a request.

Pre-planned or strategic ATFM regulations are promulgated by the NMD one day in advance by ATFM Notification Messages (ANM). All changes and tactical additions are promulgated by ANM revision messages.

For flights subject to a regulation, ETFMS will send a Slot Allocation Message (SAM) containing a CTOT at Estimated Off-Block Time (EOBT) -2 hours. This will be sent to the aerodrome of departure as well as the Aircraft Operator via AFTN or SITA.

Revisions to, or cancellations of, the last issued CTOT may be initiated by FMD, the Aircraft Operator, or the FMP/ATC unit on behalf of the AO. AOs requiring assistance should contact either the FMD Central Flow HELPDESK (TEL: 00-32-2-745-1901) or the corresponding Spanish FMP (see AIP section Spanish FMPs tactical operations).

All CTOT revisions or cancellations are to be made using the ATFM message exchange procedures described in the Network Operations HANDBOOK.

Full details of the Slot Allocation Process are published in the ATFM Users Manual section of the Network Operations HANDBOOK.

FLIGHT PLANNING

The ATFM rules for flight planning, as defined in ICAO Doc 7030, are:

a. for flights likely to be subject to ATFM measures Aircraft Operators shall submit Flight Plans to IFPS at least 3 hours before the EOBT;

b. AOs filing flight plans for flights within the NM area of responsibility (NMD ATFM zone described below in this section), or from within the ATFM adjacent area and entering the ATFM area, shall assume their flight is subject to ATFM measures and subject to the requirement to submit a flight plan at least 3 hours before EOBT;

c. AOs should be aware that late filing of a flight plan may lead to a disproportionate delay;

d. full details of flight planning requirements within the NMD ATFM area are included in the NMD ATFM Users Manual;

e. it is also important that the EOBT of a flight is as accurate as possible. It is a European requirement that all controlled flights departing, arriving or overflying Europe subject to a change in an EOBT of more than +/- 15 minutes shall notify the change to the

NMD through IFPS. Modification procedures to enable Aircraft Operators to meet this requirement are described below.

In all cases, it is in the best interest of Aircraft Operators to initiate prompt revisions or cancellations, thus permitting the system to maximize use of available capacity and minimize delay. The later the revision is made the greater the probability of a delay.

The NM area of responsibility comprises the airspace covered by the FMP Distribution Area (FMP DIST) for which the IFPS is responsible, and provides a limited ATFCM service to some adjacent FIRs (see ATFCM Users Manual, item "3.5 Areas covered").

SPANISH FMPS TACTICAL OPERATIONS

ENAIRE provides five regional Flow Management Positions at LECM, LECB, LECS, LECP and GCCC to liaise between ATS, airport operators, Aircraft Operators and the FMD.

The corresponding Spanish FMP, in its area of responsibility, is responsible for the day-to-day monitoring, planning and co-ordination of all ATFM measures affecting traffic entering, leaving, overflying or remaining within the airspace under the responsibility of Spain. The FMP is responsible for all co-ordination between ATC and the FMD and for providing ATFM support to Aircraft Operators.

The FMP is responsible to the Network Manager for monitoring delays and FMD regulations to optimize traffic flow through Spanish sectors. The FMP will also undertake message exchanges with the FMD on behalf of ATC or Aircraft Operators when required.

RESPONSIBILITIES OF THE FMP

Spain has established five regional FMPs covering different time periods and which provide liaison between Spanish ATM and the FMD as shown in the table below.

Madrid FMP will undertake the provision of services for the regional FMPs Sevilla and Canarias during periods when these units are not operational.
Barcelona FMP will undertake the provision of services for FMP Palma during periods when this unit is not operational.
Operational ATFM enquires should normally be addressed to the different FMPs as shown in the table.

FMP	Location	Area of Responsibility	ACC Served	Contact data
FMP Madrid	Dirección Regional Centro Norte	FIR/UIR Madrid, North of parallel 390000N	ACC Madrid	fmplecm@enaire.es AFTN: LECMZDZX TEL: +34-916 785 825 / 826 / 099 / 100 / 249 MADRID FMP MNGR.: TEL: +34-916 785 072 FAX: +34-916 785 829 Hours of operation: H24.
FMP Barcelona	Dirección Regional Este	FIR/UIR Barcelona, except TMA Palma	ACC Barcelona	fmplecb@enaire.es AFTN: LECBZDZX TEL: +34-933 786 252 / 146 / 147 / 149 / 045 / 046 / 047 / 048 BARCELONA FMP MNGR.: TEL: +34-610 067 302 FAX: +34-936 624 435 Hours of operation: H24.
FMP Sevilla	Dirección Regional Sur	FIR/UIR Madrid, South of parallel 390000N	ACC Sevilla	fmplecs@enaire.es AFTN: LECSZDZX TEL: +34-954 555 435/954 555 427 SEVILLA FMP MNGR.: TEL: +34-954 555 408 FAX: +34-954 555 429 Hours of operation: V: 0600-1800. I: 0700-1900.

FMP	Location	Area of Responsibility	ACC Served	Contact data
FMP Palma	Dirección Regional Balear	TMA Palma	TMA Palma	fmplecp@enaire.es AFTN: LECPZDZX TEL: +34-971 743 824/494 788/494 789/263 613 PALMA FMP MNGR: TEL: +34-971 494 717 FAX: +34-971 494 913 Hours of operation: V: 0500-1700. I: 0600-1800.
FMP Canarias	Dirección Regional Canaria	FIR/UIR Canarias	ACC Canarias	fmpgccc@enaire.es AFTN: GCCCZDZX SITA: LPAFOYA TEL: +34-928 577 068 CANARIAS FMP MNGR: TEL: +34-928 577 050 FAX: +34-928 577 063 Hours of operation: V: 0500-1700. I: 0600-1800.

GENERAL ATFM ENQUIRIES

Dirección de Operaciones. División ATFCM/ASM
c/ Campezo, 1. Edificio 2.
Kudos Innovation Campus Las Mercedes
28022 Madrid (SPAIN)
TEL: +34-913 213 365 / 424 / 334
E-mail: gcat@enaire.es

RESPONSIBILITIES OF AIRCRAFT OPERATORS

Aircraft Operators shall inform themselves of and adhere to:

a. general ATFM procedures including flight plan filing and message exchange requirements;

b. strategic ATFM measures [including Route Availability Document (RAD)];

c. current ATFM measures (including specific measures applicable on the day of operation, as promulgated by ANM or Flight Suspension (FLS) messages);

d. departure slots (CTOTs) issued by the FMD and procedures related to changes to CTOTs;

e. the NMD requirement for the modification or delay of EOBT. This is particularly important with the implementation of NMD Flight Activation Monitoring (FAM) whereby flights not notified as being airborne before the limit established according to the parameter FAM determined in the "ATFCM Operations Manual" of the notified ETOT or CTOT will receive a flight suspension message;

f. the sole responsibility to obtain a new CTOT if there is no RTF contact with the TWR at CTOT;

g. the procedure for requests for exemptions for flights with designator STS/ATFMX

In order to comply with a CTOT, Aircraft Operators need to plan the departure of a flight so that the aircraft will be ready for start up in sufficient time to comply with a CTOT taking into account the taxi time shown in the Slot Allocation Message (SAM). A slot

window is available to ATC to optimise the departure sequence. This is not for use by AOs who should plan an EOBT consistent with the CTOT.

Where a flight departs from an aerodrome with an Air Traffic Service Unit, the Aircraft Operator or pilot should obtain information, prior to start up from ATS as to whether a CTOT or FLS affects their flight.

Where a flight departs from an aerodrome without an Air Traffic Service Unit it is the Aircraft Operator or pilot's responsibility to determine whether a CTOT or FLS affects their flight. In this case, the Aircraft Operator or pilot should contact the NMD or FMP before the aircraft departs.

RESPONSIBILITIES OF AIRPORT OPERATORS

Airport Operators at all Spanish airports (including military airfields) are to provide, at the earliest opportunity, details of any event that may lead to an hourly increase in demand, e.g. football match, trade fair, European Minister meeting, etc. or decrease in capacity, e.g. works in progress in the airfield or the TWR, capacity reduction in TWR ATS. This activity is in addition to any ATC to ATC coordination processes.

The following information is required:

a. Name of airport.

b. Airport contact.

c. ATC contact.

d. Nature of the event or disruption.

e. Times foreseen for the event or disruption.

f. The expected nature of increase in demand or expected reduction in capacity.

Event information is to be sent to the regional FMP within the area of responsibility. Following the provision of the notice of an event, the corresponding FMP will assess the impact and coordinate any necessary ATFCM response.

RESPONSIBILITIES OF ATS PROVIDERS AT CONTROL TOWERS

TWR ATS providers at all Spanish airports (including military airfields) are to provide to the airport operator and the FMP, at the earliest opportunity details of any event that may lead to a decrease in capacity, e.g. lack of personnel.

Following the provision of the notice of the decrease in capacity, the corresponding FMP will assess the impact and coordinate any necessary ATFCM response.

Any ATFCM applied measures will be coordinated with the corresponding FMP prior to its establishment. The TWR ATS provider will coordinate applied measures with the airport operator.

This activity is in addition to any ATC to ATC coordination processes.

ATS have the following responsibilities:

a. ATS is responsible for departure slot monitoring at departure aerodromes. The exact procedures to be followed will depend on the way that ATS is organized at each aerodrome;

b. ATS units responsible for departure slot monitoring shall be provided with the necessary information concerning the restrictions in force and slots allocated;

c. ATS shall ensure that an ATFM slot, if applicable, is included as part of the ATC clearance;

d. ATS shall take account of an applicable slot or flight suspension when a clearance is issued;

e. ATS shall provide all possible assistance to Aircraft Operators to meet a CTOT or to co-ordinate a revised CTOT;

f. ATS may deny start up clearance to flights unable to meet their slots until co-ordination with the FMP/FMD has been effected and a revised CTOT issued.

ATS is also responsible for monitoring flights compliance with departure slots (CTOTs) issued by the FMD as detailed in the ATFM Handbook. A slot window of -5 to +10 minutes is available to optimize the departure sequence.

In accordance with the provision of the Regional Supplementary Procedures, Europe (ICAO Doc 7030), flights which do not adhere to their slot shall be denied start-up clearance. However, ATS shall make all efforts to enable departing flights to comply with the slot.

ATS shall liaise with the regional FMP to co-ordinate extensions to CTOTs.

With the progressive introduction of the Enhanced Tactical Flight Management System (ETFMS) and Flight Activation Monitoring (FAM), flights that are not notified as being airborne before the limit established according to the parameter FAM determined in the "ATFCM Operations Manual" with regard to the notified ETOT or CTOT will receive a Flight Suspension (FLS) message. If a flight is suspended during the taxiing phase, then ATC is responsible for sending a DLA message. Further details on ETFMS and FAM can be found in next sections.

ATS ASSISTANCE TO AIRCRAFT OPERATORS

TWR service providers may be able to assist Aircraft Operators in message exchange with the NMD, provided that the pilot is in RTF contact with the TWR and if:

a. it is a maximum of 30 minutes prior to current CTOT; and

b. the revision to the CTOT is for no more than 30 minutes.

Note 1: The TWR may co-ordinate message action on behalf of the Aircraft Operator or contact the regional FMP.

If there is no RTF contact with the TWR at CTOT, the Aircraft Operator/Handling Agent will be solely responsible for obtaining a new CTOT.

MODIFICATION OF ESTIMATED OFF-BLOCK TIME (EOBT)

It is a requirement for both ATS and ATFM that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15 minutes (+ or -) for any IFR flight within the NMD Initial Flight Planning Zone (IFPZ) (see the IFPS users manual for details) shall be communicated to IFPS.

An Aircraft Operator (AO) should not modify the EOBT to a later time simply as a result of an ATFM delay. When an AO submits an amendment message (e.g. DLA or CHG) to IFPS, they must always give as an EOBT the earliest EOBT they may comply with. This time is not directly related to the CTOT provided in the Slot Allocation Message (SAM) or Slot Revision Message (SRM). The EOBT should always reflect the time the AO wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the AO cannot be met by the AO for reasons other than ATFM delay.

There are two categories of controlled flights covered by this procedure. Those that have an ATFM Calculated Take-Off Time (CTOT), issued by the NMD, and those that do not. AOs should not modify the EOBT simply as a result of an ATFM delay.

The procedure to be followed to modify the EOBT of a flight that has not received an ATFM CTOT is as follows:

a. To amend the EOBT to a later time, a DLA or CHG message shall be sent to IFPS;

b. To amend the EOBT to an earlier time, a CNL message must be sent to IFPS followed five minutes later by a new flight plan with new EOBT indicated.

Note: The replacement flight plan procedure shall not be used.

The procedure to be followed to modify the EOBT of a flight that has received an ATFM CTOT is as follows:

a. If the EOBT established by the AO has changed or is no longer realistic for reasons other than ATFM then the following procedure shall be used:

   i. If a flight has a CTOT that cannot be met, then the AO shall send a DLA message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT;

   ii. If a flight has a CTOT with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable, then a message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT, the following formula must be used:

   iii. Take the current CTOT minus the taxi-time, minus 10 minutes. The new EOBT must not be after this time.

   Example: Original EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxi-time is say 15 minutes. 1100 minus 15, minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.

   However, as Network Operations systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxi-time.

b. If a flight has had a CTOT and now receives a Slot Cancellation Message (SLC), but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATS/ATFM will now have the "true" EOBT of the flight.

Some states outside the NMD area of responsibility still require AOs to update the EOBT, regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained above when doing this. Where it is known that ATS send Departure messages (DEP) for all flights, then this DEP message will suffice.

It is not possible to amend (via CHG or DLA) the EOBT to an earlier time than the EOBT given in the flight plan. However, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

a. The AOs may ask the local ATC Unit (TWR), or the FMP, to send a Ready (REA) message for regulated flights only. In this case, the flight is considered as 'ready to depart' from the filing time of the REA message; or

b. The AOs may contact the Central Flow Help Desk who has the ability to input an earlier EOBT into the TACT system (max 30 minutes). Each case is treated on its merits and may be refused if it is considered that the request is not justified.

Whilst the ultimate responsibility for the sending of flight plan related messages, particularly those applicable to the management of EOBT, lies with the operator, it is acceptable for this to be carried out by an ATS unit suitably equipped to do so if such a request is made by the operator. For the purposes of this statement the 'operator' can include the pilot-in-command of the affected flight.

ENHANCED TACTICAL FLOW MANAGEMENT SYSTEM (ETFMS) AND FLIGHT ACTIVATION MONITORING (FAM)

The development of the Enhanced Tactical Flow Management System (ETFMS), enables the NMD to receive live time data on departing flights using Flight Activation Monitoring (FAM). This data is provided by the ATC systems and is derived from ATC radar information and flight plan messaging. There are advantages with improved knowledge of the traffic situation and this further assists ATFM tactical planning. FAM is being progressively introduced across the FMD ATFM area.

Flight Activation Monitoring:

a. monitors flights which should have departed;

b. takes action on these flights (through internal messaging to NMD) to update the take-off time in order to improve the forecast of traffic demand;

c. suspends flights after the designated time parameter in the "ATFCM Operations Manual, unless a message is received to confirm that the flight is airborne or delayed and;

d. informs AOs and ATC at the departure aerodrome of any flight suspensions enabling these agencies to react accordingly.

The expected benefits of FAM are:

a. to provide a better forecast of the actual and expected traffic situation;

b. to release slots 'occupied' by flights that have not yet departed;

c. to create an incentive for the AOs to update their flights promptly;

d. to improve traffic load assessment; and

e. to enable a more efficient use of the available and projected airspace capacity.

ETFMS expects flights to be airborne, based on the filed EOBT or the ATFM slot departure time issued by the NMD (CTOT). Those flights that are not notified as being airborne through ATC update messages before the limit established according to the parameter FAM determined in the “ATFCM Operations Manual” with regard to the notified ETOT or CTOT time will receive a Flight Suspension (FLS) message from ETFMS and will remain suspended until signal action is taken. The comment ‘NOT REPORTED AS AIRBORNE’ will be identified in the text.

Unless an aircraft is taxiing it is the responsibility of the AO to send a DLA message. If a flight is suspended during the taxiing phase then ATC will be responsible for sending a DLA message.

A flight is considered to be active in ETFMS (TACT) following reception of any of the following messages:

DEP	Departure Message
FSA	Flight System Activation Message

CPR	Correlated Position Report
APL	ATC Flight Plan
ACH	ATC Flight Plan Change
APR	Aircraft Operator Position Report
ARR	Arrival Message

Flights that have been suspended by FAM, will receive a FLS message with the comment 'Not reported as airborne'. An example of FLS message sent due to FAM:

- TITLE FLS
- ARCID ABC1234
- ADEP LPPR
- ADES LFPG
- EOBD 020514
- EOBT 0500
- COMMENT NOT REPORTED AS AIRBORNE
- TAXITIME 0012

Any changes of EOBT for both regulated and non-regulated flights must be notified only by means of a DLA/CHG message to IFPS.

Flight Plan originators are reminded that all changes to EOBT of more than 15 minutes must be notified to IFPS. This will become increasingly more important to prevent Flight Suspension (FLS) messages being activated.

FLIGHT SUSPENSION - PROCEDURES

When the AO and ATS at the aerodrome of departure receive an FLS due to the process, as described earlier, the following cases may occur:

a. The flight is still effectively on the ground either on stand or already taxiing:

   i. The AO (aircraft on stand) or ATC (aircraft already taxiing) should ensure that the flight plan is re-initiated by sending a DLA message with a correct EOBT. ETFMS (TACT) will then respond with a De-Suspension Message (DES) or Slot Revision Message (SRM) depending whether the flight is nonregulated or regulated, respectively.

   ii. ATC should not let the aircraft start-up/depart before such a message (DES or SRM) is received.

   Note: All effort shall be made by ATC to ensure that all flights, regulated or not, comply with their ETOT/CTOTs, taking into account the respective taxiing/holding/sequencing requirements. Any exception to permit aircraft to continue for departure, following taxi delays caused by airfield congestion, is not applicable unless the aircraft can depart and be airborne before the limit established according to the parameter FAM determined in the "ATFCM Operations Manual" with regard to the ETOT/CTOT.

b. The flight is already flying:

   i. No action is needed from the AO or from the Tower of departure. The flight will automatically be de-suspended at the reception of one of the above messages (DEP, CPR, FSA etc.).

AREA OF APPLICATION

All users will be notified by NMD/FMD by means of Air Traffic Flow and Capacity Management Information Message (AIM) whenever an area becomes FAM enabled.

The effect of these areas being FAM-enabled means that all flights that are departing from or arriving at these areas will be affected by Flight Activation Monitoring. For flights departing from these areas and going to any other area, FAM will start at ETOT/CTOT.

For flights departing from non FAM-enabled and landing at aerodromes in FAM-enabled areas, the process will rely on the entry point of the first safely covered CPR-covered area. FLS may be sent to these flights landing inside, although departing outside.

ATFM EXEMPTION PROCEDURES

EXEMPTIONS AND PRIORITIES IN SLOT ALLOCATION PROCEDURES

The following flights are exempted from ATFCM slot allocation:

a. Flights carrying Heads of State or equivalent [STS/HEAD].

b. Flights conducting search and rescue operations [STS/SAR].

c. Flights authorised by the relevant States Authorities to include in the flight plan [STS/ATFMX].

i. Military, customs or police flights which are urgent, or which cannot be delayed because of the nature of their mission [STS/STATE].

ii. Medical flights specifically so declared by the health authorities, including those for the transfer of organs or transplant equipment and positioning flights, if required by the situation [STS/HOSP]. Flights operating for humanitarian reasons [STS/HUM]. Flights to transport vaccines and that are considered critical (those whose delay may put vaccines at risk), with the "RMK/VACCINE" indicator. Exemptions in accordance with the request procedure for ATFM exemptions, in which the urgency of the flight for which the exemption is availed of is duly justified (see Note 2).

d. Flights carrying a life-critical emergency evacuation [STS/MEDEVAC].

e. Flights engaged in fire-fighting services [STS/FFR].

Note 1: The designators above shall only be used with the proper authorization. Any wrongful use of these to avoid flow regulations shall be regarded by the relevant State as a serious breach of the procedure and shall be dealt with accordingly.
These types of flight must be included in item 18 of the flight plan form, after the status designator STS/, using the standard abbreviations established for this purpose, and outlined in ENR 1.10 "Flight Plan - Item 18" of AIP-ESPAÑA.

Note 2: To avail of the exemption described in section c) of point ii), the form "ATFM Exemptions for medical and/or humanitarian flights" must be completed, which can be found at the ENAIRE electronic office (https://www.enaire.es/nuestros_clientes_/quienes_son/companias_aereas_y_pilotos_comerciales/formulario_exenciones_atfm) 24 hours in advance of the departure of the flight or, exceptionally, in the 72 hours following when the nature of the flight does not permit this advance notice, as well as to accredit the nature and urgency of the flight through certification, as applicable, by the medical team attending the patient or the person responsible for the transplant operation, or by the United Nations Agencies or other organisations responsible for the humanitarian programmes or actions linked to those flights. Detailed information of the procedure (Procedure for ATFM exemptions) and templates for the cited certificates can be found at the address for the ENAIRE electronic office stated above.

AIRSPACE MANAGEMENT

Flexible use of airspace is an airspace management concept, described by the International Civil Aviation Organisation (ICAO) and developed by Eurocontrol, according to which airspace should not be designated as purely civil or military, but rather as a continuum in which all user requirements are accommodated to the greatest possible extent.

There exist three levels of airspace management:

- Level 1 - Strategic: This establishes long-term planning for the national policy on managing airspace and its structures, through a joint civil-military process. In Spain, this level is represented by the Inter-Ministerial Committee between Defence, Transport, Mobility and Urban Agenda (CIDETMA).
- Level 2 - Pre-tactical: this conducts the day-to-day management and temporary allocation of airspace, it is carried out via the Airspace Management Cell (AMC).
- Level 3 - Tactical: This manages the use of airspace in real time at civil and military control units.

FLEXIBLE STRUCTURES OF AIRSPACE

The FUA Concept complements airspace organisation with a number of flexible structures defined in ENR 5.1 and ENR 5.2 and Conditional Routes (CDR1). CDR1s are ATS routes that are generally available for flight planning during the hours published in ENR 3.2. The unavailability of a CDR1 (or any part thereof) for flight plan purposes is published via the AUP/UUP and the European AUP/UUP.

Each CDR1 has an associated alternative route, unless the conditionality affects only a certain set of flight levels and there are others for which the ATS route is considered normal.

When a CDR1 is to be closed to traffic at short notice, ATC shall instruct flights to use alternative routes in the tactical phase.

Outside the timetables and vertical limits published as CDR1, the ATS route is in normal use.

AIRSPACE MANAGEMENT UNITS

OPERATIONAL AIRSPACE COORDINATION DEPARTMENT (COOP)

This is the department of Enaire, part of the Operations Directorate, responsible for coordinating and managing civil activities other than commercial air transport, which requires reservation, restriction of airspace and/or coordination of operational conditions, in the strategic and pre-tactical phases.

Check the AIC in force for further information about procedures for coordinating and managing activities.

COOP contact:

DIRECCIÓN DE OPERACIONES
Departamento de Coordinación Operativa del Espacio Aéreo (COOP)
c/ Campezo, 1. Edificio 2.
Kudos Innovation Campus Las Mercedes
28022 Madrid (SPAIN)
AFTN: LEANZXTM
E-mail: cop@enaire.es
For general enquiries, please contact coop.consultas@enaire.es.
User service hours from 0900-1400, MON-FRI (excluding public holidays in the Madrid Autonomous Region).
This department does not provide service H24.

AIRSPACE MANAGEMENT CELL (AMC SPAIN)

This is the joint civil-military national unit which manages (in strategic and pre-tactical phases) temporary daily assignment of airspace in the light of the requests from authorised civil and military agencies.

The day prior to the operation, it compiles the Airspace Use Plan (AUP) to notify all users affected of the availability of airspace. This information is amended through the publication of the Updated Airspace Use Plans (UUP).

Address of AMC Spain:

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Military networks
SCTM: 8187004
RPV: 8282482
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E-mail: AMC.Espana@enaire.es
AMC operational hours: MON-FRI 0800-1600 (LT).
For urgent matters and contingency situations, contact the telephone numbers provided.

PUBLICATION OF INFORMATION ABOUT AVAILABILITY OF FLEXIBLE STRUCTURES

The national Airspace Use Plan (AUP) and the Updated Airspace Use Plans (UUP) are consolidated with information from all European states in European Airspace Use Plans (EAUP/EUUP). The information in the EAUP is valid for a period of 24 hours from 0600 UTC on the day following its publication at the NOP Portal at 1600 UTC (1500 UTC in summer). The EAUP and EUUP are available at the address:

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