

NMD/NOM/NMOC	Operational Instruction						Permanent	Doc. ID:
								OI/22-121
Issued on: 28/07/2022 By: LMAINENT	Subject STAM RRP type II FMP cherry pick level capping and horizontal rerouting proposals (scenario-based) Intra ANSP impact						Validity From: 03/08/2022 To: UFN	NOP Portal: Yes Briefing: Yes
Applicability	AD		FM	✓	FP	✓	TLP Status	White

1. INTRODUCTION

This OI defines the procedure for the FMPs to send STAM level capping and horizontal rerouting proposals to targeted flights via the NM B2B Web Services provided the impact is contained within the same ANSP borders. This practice raises transparency to the Network as such measures travel through the NM systems.

The aim of this procedure is to solve previously identified and recurrent DCB issues by proactively sending rerouting proposals to Aircraft Operators on the tactical day, thus, avoiding applying a regulation in first place.

This procedure can only be initiated by FMPs that are already certified in the required STAM RRP B2B process (i.e. FMPs who passed the technical and operational validations of the related NM B2B deployment process for STAM RRP type II) and of an ANSP consisting of more than one ACC.

2. SCOPE

The operations following this procedure will perform under the following conditions:

- The required NM B2B Web Services are operationally available.
- The initiator of this procedure is an FMP certified in the required NM B2B Web services.
- The addressee of the STAM RRP is an AO or CFSP.
- Only rerouting solutions pre-defined and stored as STAM scenarios in the NM Scenario Repository are used (see section **Error! Reference source not found..1** of this OI).
- Flights can be candidate to a STAM RRP proposal only if:
 - The flight is a short haul flight
 - The flight is not regulated
 - Before the flight's EOBT-2h
 - Flight is not subject to another active STAM RRP
 - Flight has not been selected for an MCP measure
 - Flight does not come from outside ATFCM area
- The FMP originator of the request shall coordinate with impacted ACCs of the same ANSP and obtain their approval before implementation.
- STAM RRP type II scenarios shall only target specific local (ANSP level) aerodromes (i.e. From ANY to ANY traffic flow is not allowed)
- All STAMP RRP proposals have a default RESPBY time of 30 minutes

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3. PROCEDURE

3.1. Creating, storing and updating a STAM RRP II scenario in the NM Scenario Repository

In order to be able to apply a STAM RRP type II measure in tactical operations, the **FMP Staff** shall:

- 1) Request the creation of a STAM RRP type II scenario using the STAM scenario template (see Annex) to the NM Strategic Team.

The **NM Strategic Team** shall then:

- 1) Check and confirm that the FMP requester is certified in the STAM RRP type II procedure via B2B (see: IN/NM B2B Web 'Write 'Services usage in Flow).
- 2) If the FMP is certified, assess the STAM RRP type II scenario according to the procedure for *Creation and Maintenance of Scenarios* described in chapter 4.5.1 of the ATFCM Operations Manual.

Once approved by the NM Strategic team, the **NM Pre-tactical Team** shall:

- 1) Confirm in ETFMS that the routes generated by the GRRT belong to a STAM RRP type II scenario rerouting measure.
- 2) If not available, request to the NM AD team to create the TV for the STAM RRP type II scenario.

Note that:

The TV description shall include the type of the STAM RRP type II it will be used for (i.e. RRP type II).

- 3) Create the STAM RRP type II rerouting measure template and ensure the impact of the rerouting proposals remains within the AoR of the ANSP i.e. no other ANSP is impacted. If not, contact the FMP to further discuss.
- 4) Produce and publish a graphic for distribution via the NOP portal, containing the off/on load areas and alternative suggested routes, as specified by the FMP.
- 5) Create an MCDM measure and associate it to the STAM RRP type II scenario and add the relevant unloaded actors as MCDM participants.

Note:

An MCDM measure is textual information providing NMOC and FMPs with a list of the preliminary actors with whom the STAM RRP type II rerouting measure needs to be coordinated with.

- 6) Save the STAM RRP type II scenario, which contains the STAM RRP type II rerouting measure template and the MCDM measure and publish it in the NOP portal.

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- 7) Inform the FMP that the STAM RRP type II scenario is available and retrievable in the NM Scenario Repository.

3.2. Implement a STAM RRP type II measure during the day of operations

Having decided to use a STAM rerouting measure instead of a regulation to overcome a predicted overload on the day of operations, the **initiator FMP staff shall:**

- 1) Select a validated STAM RRP type II rerouting measure template from an existing STAM RRP type II scenario and create a DRAFT version of the STAM RRP type II rerouting measure.

Note that:

- a) The measure name should follow the following naming convention SLXXXDDY or SRXXXDDY:
 - S stands for STAM as the purpose of the rerouting measure;
 - L stands for level cap as the type of rerouting measure; R stands for horizontal rerouting as the type of rerouting measure
 - XXX are 3 characters partly representing the sector name to off-load;
 - DD stands for the date of application;
 - Y is a letter following the order of the alphabet and represents the instance number of the rerouting measure;

Note that:

As far as possible, it is recommended to replace the character 'Y' following a similar convention as the one used in regulations (i.e. M for morning; A for afternoon, etc.)

For example: SLBRL20A; SRBRL20A

- b) The rerouting measure can be queried in the NM systems as soon as the FMP starts working on it. i.e., the measure is still in status DRAFT.
- 2) Select flights from a list of candidate flights and add them to the STAM RRP type II rerouting measure.
 - 3) Check the rerouting results and new delta costs generated by the STAM rerouting measure for all the flights and ensure they are within reasonable and acceptable limits for the Aircraft Operators.

Note that:

- a) If a valid rerouting is found by the NM systems (GRRT), the flight MCDM status changes to 'DRAFT'. If no valid rerouting is found by the NM systems (GRRT), the flight status changes to 'INTERRUPTED'.
- b) Flight status could automatically change from 'DRAFT' to 'INTERRUPTED' if there is an update on the 4D profile of the flight (such as a CHG message) happening in parallel to this procedure.

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- 4) Coordinate the implementation of the STAM RRP type II rerouting measure with the FMPs within the ANSP with TV(s) onloaded as a consequence of the measure, and request their approval.
- 5) In case that an onloaded FMP does not have a certified B2B tool, the initiator FMP shall update the MCDM approval state on behalf of the onloaded FMP.

Note:

- a) For initiating the coordination process, the initiator FMP updates the MCDM state of the measure from 'DRAFT' to 'PROPOSED'.
 - a. Flights in 'DRAFT' status will also automatically switch to 'PROPOSED'
 - b) The impacted FMPs (onloaded) shall approve or reject the STAM RRP type II rerouting measure.
 - c) NM B2B services are the preferred mean of communication for the coordination process between FMPs.
 - d) When an onloaded FMP does not have a certified B2B tool for approving or rejecting the STAM RRP type II measure, the initiator FMP shall update the response of the impacted FMP via B2B, after having previously coordinated said response with the impacted FMP via phone. **In this case, the initiator FMP will be fully accountable for ensuring the correct implementation of the STAM RRP type II rerouting measure, and for continuously evaluating and monitoring its impact.**
- 6) Check the MCDM coordination replies of all onloaded FMPs to continue the process, if all approve, or to stop it, if at least one of them rejects.
 - 7) Implement the STAM type II rerouting measure only if all onloaded FMPs approve. Otherwise cancel the STAM Rerouting measure (see 3.4).
 - 8) Check, for each flight, the acknowledgement/acceptance/rejection of the STAM rerouting proposals from the AO.

Note that:

- a) The FMP changes the MCDM state of the measure from 'PROPOSED' to 'FOR IMPLEMENTATION' for implementing the STAM RRP type II measure and submitting the STAM RRP to the AOs.
 - a. Flights in DRAFT status will also automatically switch to 'FOR IMPLEMENTATION'.
- b) Once the STAM rerouting measure is switched to 'FOR IMPLEMENTATION', STAM RRP will be automatically sent out to the flights

Having received a request for approval of the STAM RRP type II rerouting measure coming from the initiator FMP, the **onloaded FMP staff** shall:

- 1) Check the impact in the AoR of the STAM RRP type II rerouting measure.
- 2) Accept or reject the STAM RRP type II rerouting measure.

Having received a STAM RRP proposal for one of its flights, the **AO/CFSP** shall, within the RESPBY time:

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- 1) Update the approval state of a flight to 'ACKNOWLEDGED' to indicate that the STAM RRP message has been opened and read **AND**,
- 2) Accept the RRP by updating (CHG message) or cancelling and refiling the FP **OR**,
- 3) Reject the RRP

Note that:

- a) Acknowledgement of the reception and reading of a STAM RRP shall be provided before any definitive response, within its RESPBY time.
- b) An acknowledge message is not binding: the AO/CFSP still needs to refile accordingly or reject the proposal afterwards. Only at that moment it is considered the STAM RRP has been replied to. Bear in mind that the reply is irrevocable if the proposal is rejected (i.e. the proposal is withdrawn).

During the whole process, the **FM Tactical Team** may:

- 1) Monitor STAM RRP's sent by the FMP by checking the FMP rerouting tab in the ATFM Measures Display and check the time period and relevant Traffic Volume (TV)
- 2) Avoid sending other rerouting proposals (requested via e-Helpdesk which onload the same area that the measure intends to alleviate.
- 3) Check the MCDM coordination status of the STAM RRP type II rerouting measure
- 4) Check the AO/CFSP's corresponding actions if interested in following the process to the end.

Note that:

Below the following possible status of a STAM RRP type II rerouting measure:

- D= DRAFT
- P= PROPOSED
- M= IMPLEMENTING (FOR_IMPLEMENTATION)
- R=INTERRUPTED
- F= FINISHED
- A= ABANDONED

Note that:

- During the first week of application of these measures, the FMP shall send an email to DOM and AOLO each time a STAM rerouting measure is implemented with the following information:
 - ID of the measure
 - TV/Ref Location of the measure or purpose (e.g. level cap LFBFR45 below 365)
 - Time period (WEF and UNT)
 - Associated flight list
- The FMP shall send an email to PRETACT the first time a new STAM RRP type II scenario is used with the abovementioned information.

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3.3. Update a STAM RRP type II measure during the day of operations

During the day of operations, the **initiator FMP staff** may:

- 1) Add more flights from the candidate flight list to the existing measure flight list **AND/OR**
- 2) Remove a flight from the measure flight list

Note that:

- a) Only the initiator FMP of the STAM rerouting measure is able to update it.
- b) Adding or removing flights to the measure flight list is only possible as long as the STAM rerouting proposal is in 'DRAFT' status.

If the FMP wants to add one or more flight(s) to a rerouting measure that is already under 'PROPOSED' or 'FOR IMPLEMENTATION' status, the **initiator FMP staff** shall:

- 1) Create a new STAM RRP type II rerouting measure with the selected flight(s) and repeat the applicable steps as described in 3.2.

If the FMP wants to remove one or more flight(s) from a STAM RRP type II rerouting measure that is already under 'PROPOSED' status, the **initiator FMP staff** shall:

- 1) Cancel the STAM RRP type II rerouting measure according to the steps described in 3.4.
- 2) Create a new STAM RRP type II rerouting measure with the selected flight(s) and repeat the applicable steps as described in 3.2.

If the FMP wants to remove one or more flight(s) from a STAM RRP type II rerouting measure that is already under 'FOR IMPLEMENTATION' status, the **FMP staff** shall:

- 1) Contact Flight Dispatch of all selected flights that received a STAM RRP and request to ignore it.

3.4. Cancel a STAM RRP type II rerouting measure

During the day of operations, if the FMP is not satisfied with the STAM type II rerouting measure results, the **initiator FMP staff** shall:

- 1) Revoke the existing STAM rerouting measure.

Note that:

- a) Only the initiator FMP of the STAM rerouting measure is able to revoke it.
- b) The STAM RRP type II rerouting measure revocation by the FMP is only possible while it is in 'DRAFT' or 'PROPOSED' status.

If the FMP wants to cancel a STAM RRP type II rerouting measure while it is in 'FOR IMPLEMENTATION' status (i.e. STAM rerouting proposals have already been sent out) the **initiator FMP staff** shall:

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- 1) Contact Flight Dispatch of all selected flights that received a STAM RRP and request to ignore it.

4. Reporting and Feedback

FMP has full responsibility in ensuring that reporting and feedback is carried out and communicated to NM through proper channels. Any difficulties while applying the procedure or possible improvements detected should be introduced in the feedback.

Head of NMOC