

NMD/NOM/ NMOC	NOM-Operational Instruction					Permanent	Doc. ID:
							NOM-OI/25-072
Issued on: 16/10/2025 By: MCIGARRA	Subject Updates the ATFCM Operations Manual – MCP Regulation					Validity From: 04/11/2025 To: UNF	NOP Portal: Yes Briefing: Yes
Applicability	AD		FM	✓	FP	✓	Sensitivity Normal Business

1. Introduction

This instruction outlines the updates for the application of a mandatory cherry pick regulation, set to release on 04/11/2025 as part of Wave 2.1. It describes the impact on current procedures and key aspects of the updates.

2. Update of the Manual (5.6.2 – Applying a Mandatory Cherry Pick Regulation)

✂ A Mandatory Cherry Pick regulation (MCP) is used as a measure to solve short peaks of demand for a limited number of flights in congested areas. It consists of selecting flights and applying ATFCM measures only to those flights.

MCP may be used in combination with other measures (e.g. scenario) or other options available to the FMP, but traffic capture is limited to flights with an ETO at the Reference Location less than 2 hours in the future.

The identification of the flights to be subject to the Network cherry pick measure shall be carried out by the FMP and the delay for cherry picked flights shall not exceed 20 minutes. For predictability reasons, it is recommended to apply MCP to flights close to the congested area and try to minimize the lead time of the MCP regulation prior the start time of the hotspot. The traffic selection must be at least 30 minutes before EOBT. It is also recommended to monitor the effectiveness of the MCP after cherry picking the selected flights.

Flights already with a CTOT will normally not be selected for cherry picking. However, if the flight is in a regulation within the AOR of the initiator FMP and it is the MPR, the flight can be selected.

In addition, flights departing from A-CDM which are already in a departure sequence ('s' CDM status) shall not be selected.

Flights inside the MCP regulation period are exempted from it. Once the cherry pick regulation is active, new FPLs, late updaters and ATC activated flights with ETO / CTO inside the regulation activation period will continue to be exempted. The cherry picked flights are allocated a unique colour code (pink) in the slot list and flight lists (EHMI / CHMI / NOP).

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Procedure

Having decided to use a cherry pick regulation to overcome a possible overload, the **FMP staff** shall:

- Assess the flight list.
- Identify from the flight list those flights that are causing complexity. If there is more than one flight from the same AO in the peak or if one of the flights is a candidate for FL capping, consider giving the AO a choice of which flight(s) should be subject to the cherry pick measure.
- Provide the following information to the **NM tactical team**:
 - The name of the sector / TFV;
 - Precise time of the occupancy peak;
 - Call sign of the flights to be cherry picked;
 - ETO of the first flight to enter the sector;
 - Required CTO of all flights to be cherry picked.

The **NM tactical team** shall then:

- Check if on-loaded sectors have available capacity.
- Coordinate with adjacent FMPs on what extra traffic they may get and confirm they can safely handle the cherry-picked flights.
- Refuse the operation and report to the requesting FMP if the previous two items are not met.
- Create the cherry pick regulation and cherry pick the flights according to the information provided by the FMP if the first two items are met, ensuring that:
 - The **regulation Start Time** must be **15 minutes before ETO of the first flight** to enter the sector;
 - The **regulation End Time** must be **1 minute after the last required CTO**.
 - The **appropriate regulation reason** is selected and the **ANM remark** shall contain the comment '**Network Cherry Pick**'.
- Cherry pick those flights nominated by the FMP and force them in the slot list to the required CTO.
- Assess the NID to ensure that there is no adverse effect due to the application of the new CTOT to the flight (e.g. Flight pushed in a Zero Rate regulation, new IFPS violations, etc.).
- Provide feedback in FREE.

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3. Update of the Manual (5.6.4.4.2 – MCP Proposal for Modification)

- 1) The FMP may propose to modify an active MCP Regulation by adding flights and modifying or removing previously accepted flights.
The list of candidate flight(s) for cherry pick shall include the following parameters:
 - a. ADEP
 - b. IOBT
 - c. Desired CTO / CTOT
- 2) The FMP may submit a proposal to modify an MCP regulation (PROPOSED) via digital means.
- 3) The steps 3 - 6 of the MCP Proposal for Creation (section above) are applicable

Note: The MCP regulation end time will be adjusted accordingly if the FMP captures an additional flight extending beyond the original MCP end time.

Head of NMOC