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**ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT****1. GENERAL**

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 Central Flow Management Unit (CFMU) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

**2. CFMU PROCEDURES AND INFORMATION**

Specific CFMU procedures and information can be found in the CFMU Handbook published by the CFMU and available from:

Post: Eurocontrol Library,  
Rue de la Fusée, 96,  
B-1130 Brussels,  
Belgium.

Phone: + 32 2 729 36 39

Phone: + 32 2 729 30 23

Fax: + 32 2 729 9109

URL: <http://www.cfm.eucontrol.be/index.htm>

**2.1 Addresses****2.1.1 FMP Shannon Managers Position**

Post: AIR TRAFFIC SERVICES  
Irish Aviation Authority  
Ballycasey Cross  
Shannon  
Co. Clare  
Ireland

Phone: + 353 61 770 700

Phone: + 353 61 366 148

Fax: + 353 61 366 036

AFS: EISNZQZX

**2.1.2 FMP Dublin Managers Position**

Post: AIR TRAFFIC SERVICES  
Irish Aviation Authority  
Huntstown  
Cloughran  
Co. Dublin  
Ireland

Phone: + 353 1 81 44 601

Phone: + 353 1 84 45 962

Fax: + 353 1 84 44 624

AFS: EIDWZQZX

**2.1.3 ARO Ireland**

Post: ARO Ireland  
Irish Aviation Authority  
Ballycasey Cross  
Shannon  
Co. Clare  
Ireland

Phone: + 353 61 703 750

Fax: + 353 61 366 245

Email: [aisops@iaa.ie](mailto:aisops@iaa.ie)

AFS: EINNZPZX

2.1.4 CFMU  
Post: Central Flow Management Unit  
Rue de la Fusee, 96  
B-1130 Brussels  
Belgium  
Phone: + 32 2 729 90 11  
Fax: + 32 2 729 90 43

2.1.5 FMD  
Flow management division Help Desk  
Phone: + 32 2 745 19 01  
Fax: + 32 2 729 90 27  
AFS: EUCHCEUW  
SITA: BRUEC7X

2.1.6 IFPU1/RPL – BRUSSELS  
Phone: + 32 2 745 19 62  
Fax: + 32 2 729 90 41  
AFS: EUCHZMFP  
SITA: BRUEP7X

### **3. EXEMPTIONS FROM AIR TRAFFIC FLOW MANAGEMENT RESTRICTIONS**

#### **3.1 Introduction**

3.1.1 It is possible for Flight Plan (FPL) originators to obtain exemptions from Air Traffic Flow Management (ATFM) restrictions for certain categories of flight through the use of STS/ indicators in Field 18 of the FPL.

3.1.2 Inappropriate use of the STS/ indicators can result in unwarranted penalties, both financial and in terms of time delay, on other airspace users. The objective of this document is to re-emphasise the procedures for using STS/ indicators in Ireland

3.1.3 The following principles apply

3.1.3.1 The insertion of a STS/ indicator in Field 18 of the FPL indicates a flight may require special handling

3.1.3.2 The current list of STS/ indicators recognised for ATFM purposes comprises STS/HEAD, STS/SAR, STS/ MEDEVAC, STS/FFR, STS/STATE, STS/HUM, STS/HOSP;

3.1.3.3 Additionally, STS/ATFMX may be used if that particular flight has received specific approval from the office established by the National Supervisory Authority (NSA) for processing such requests.

3.1.4 It should be noted that

3.1.4.1 Only STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, AND STS/ATFMX qualify for automatic exemption from ATFM measures;

3.1.4.2 The indicator STS/ATFMX is only used for ATFM purposes and is additional to any other special handling notification that may be required to be shown for ATIS purposes at STS/.... in field 18 of the FPL

3.1.5 Further information on the use of STS/ indicators for ATFM purposes can be found in the ATFM Users Manual published by the Network Manager (NM), accessible via the Eurocontrol website

#### **3.2 Rules of Application for the use of STS/ATFMX**

3.2.1 The following Rules of Application shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the NM. They are intended to ensure that flights, which by the nature of their mission cannot under any circumstances be delayed as a result of ATFM, are exempt from such measures as far as is practicable. They are based on ICAO guidelines and existing material in the Network Operations Handbook

3.2.2 It should be noted by all users that any flight that is granted an exemption, and which may otherwise have been delayed, may have that delay passed on to other flights. It is essential, therefore, that the use of the exemption facility shall be properly controlled and monitored so that genuine flight priorities can continue to operate without ATFM delay

#### **3.3 Rules of Application**

- 3.3.1 The rules of Application are implemented and apply to all flights operating within the notified NM area of responsibility that require exemption from ATFM measures
- 3.3.2 Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval process has been followed and the flight duly authorised by the Office established by the NSA for processing such requests, use STS/ATFMX for that flight only. Operators are to ensure that requests for exemption are only submitted for flights that satisfy the criteria detailed below.
- 3.3.3 Each segment of a flight shall require a specific approval, from the relevant authority, to use STS/ATFMX
- 3.4 Criteria to be Satisfied when Applying for the use of STS/ATFMX**
- 3.4.1 STS/HOSP or STS/HUM
- 3.4.1.1** The NM criteria allow ATFM exemption for flights where the safety of human life is involved, i.e. if the flight does not operate without delay a human life or lives may be lost. Such flights require specific medical/ UNCHR authorisation to support the request.
- 3.4.1.2** The term safety of human life is not always easy to define and there are other urgent medical flights that may also require operating without delay. Such flights include the carriage of patients with the threat of loss of limbs, transfer of human organs and the transportation of medical teams
- 3.4.1.3** Ultimately it is the responsibility of the medical teams treating the patient to determine the severity of the condition as accurately as possible so that only bona fide applications for the use of STS/ATFMX are submitted and the requisite medical evidence will be expected to accompany the application.
- 3.4.1.4 Positioning Flights - The following criteria apply to positioning flights**
- 3.4.1.4.1** A flight positioning to an aerodrome to collect a patient and doing an immediate turnaround with the patient on board to return, qualifies for approval for the use of STS/ATFMX. The same applies to time critical transits for the collection of organs for transfer;
- 3.4.1.4.2** A flight conducting a long positioning sector or sectors that might involve a re-fuelling stop and where any significant delay could have implications for crew flight time limitations (FTL), will be considered for approval to use STS/ATFMX
- 3.4.1.4.3** Routine positioning flights, e.g. a flight to an airport to collect a patient, and departing some time after arrival, do not qualify for the use of STS/ATFMX. In particular flights positioning back to their home base to return to being 'on call' do not qualify for approval and requests must not be submitted for such flight. However, if proof of a subsequent time critical task can be produced the use of STS/ATFMX may be considered.
- 3.4.1.5** If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 3.5.
- 3.4.2 **STS/STATE**
- 3.4.2.1** The NM guidelines recommend that ATFM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission,
- 3.4.2.2** If the flight fulfils the requirements, as stated above, an application may be made for approval to use STS/ATFMX in accordance with the procedures specified in paragraph 4 of the document.
- 3.4.3 **Flight Priority**
- 3.4.3.1** It should be noted that the use of STS/ATFMX does not in itself afford the flight any additional flight priority status for special handling by ATS. It is the other STS/ indicators that indicate the need for special handling by ATS. A STS/STATE flight may be afforded appropriate ATS handling priority because of the importance of the mission, or the person(s) on board.
- 3.4.3.2**
- 3.4.3.3** The combined use of STS/HOSP and STS/ATFMX will indicate to ATS that the flight is required to operate without delay and so justify exemption from ATFM measures. Such flights may be afforded additional priority by ATS that the traffic situation allows
- 3.4.3.4** Non-Urgent flights will continue to use STS/HOSP, indicating that special handling is required. Additional

information may be included in Field 18 of the FPL using RMK/ or the pilot may advise ATS exactly what special handling is required

**3.4.3.5** If any STS/HOSP flight experiences a medical emergency in flight the appropriate radiotelephony message(s) should be used to communicate the urgency of the situation to ATS

### **3.5 Irish Procedure for Requesting Authorisation for the use of STS/ATFMX 4.1**

#### **3.5.1 Introduction**

**3.5.1.1** Ireland has established a process for the approval of certain qualifying flights to use STS/ATFMX. This process applies only to flights departing from Irish aerodromes. Flights operating into Ireland and wishing to use STS/ATFMX must obtain approval from the relevant national authority of the point of departure. A separate approval must be obtained for any subsequent departure from Ireland. The Irish authorities cannot grant authorisation for any portion of a flight inbound to Ireland and wishing to be exempt from ATFM measures

**3.5.1.2** A Manual Approval process applies to Aircraft Operators seeking to use STS/ATFMX in their flight plan

#### **3.5.2 Manual Approval Process**

**3.5.2.1** The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in field 18 of a FPL for a departure from an aerodrome within Ireland shall obtain prior permission from the relevant authority. The application should be submitted at least 24hrs but not more than 48hrs in advance of the flight

**3.5.2.2** Applications are to be made on the pro-forma at Appendix A to this document and must be forwarded with appropriate supporting documentation

**3.5.2.3** Applications for approval for the use of STS/ATFMX, for STATE, HOSP and HIUM flights, should normally be made to the Irish Aviation Authority, Station Manager Dublin Airport

Phone: 00 353 1 8144601

Fax: 00 353 1 8144624

Email: atcdub@iaa.ie

#### **3.5.3 Self-Regulation Approval Process**

**3.5.3.1** The NSA may grant an Irish based Air Ambulance Operator an Approval to apply STS/ATFMX to specific flights meeting the conditions of the Approval

**3.5.3.2** Aircraft Operators wishing to apply for NSA Approval for Self-Regulation should contact:

Post: Safety and Regulatory Division  
Irish Aviation Authority  
The Times Building  
11 -12 D Olier Street  
Dublin 2

Fax: 00 353 1 677484

Email: exempted.flights@iaa.ie

#### **3.5.4 Compliance Monitoring**

**3.5.4.1** The NM provides the NSA with a list of all flights departing Ireland using STS/ATFMX on monthly basis. The NSA undertakes to verify that all such flights operated with an appropriate approval for ATFM exemption

**3.5.4.2** With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, that NSA will, conduct an audit of randomly selected flights and will require proof that the flights meet the requirements of the NM and the conditions of the NSA Approval

**3.5.4.3** Additionally, the Aircraft Operator will be required to retain, and supply on demand, all appropriate documentation to support the use of STS/ATFMX.

#### **3.5.5 Actions by ATS Providers**

- 3.5.5.1 It should be noted that the procedures detailed in this document are for ATC Flow Management purposes
- 3.5.5.2 ATS providers should ensure that FPL Reception Officers and ATC Units are aware of the procedures contained in the document.

**ANNEX A**

**Application for Approval of STS/ATFMX**

This form only applies to flight that intend to use the STS/ indicator **STS/HOSP, STS/HUM or STS/STATE**

Applications for ATFM exemption must be transmitted to the approval authority, when practicable, not less than 24hrs before the date of flight. Supporting documentation must accompany the application or be made available on request.

Flight Date		Aircraft Type	
R/T Callsign		Aircraft Registration	
Departure Aerodrome		ETD (UTC)	
Destination Aerodrome		ETA (UTC)	
<b>STS</b> indicator to be used (*delete as appropriate) <b>HOSP*HUM*STATE*</b>			

**Application for STS/ATFMX:**

Reasons:
Supporting Documentation provided: (provide brief details and attach copy(ies) as appropriate)

I hereby acknowledge and confirm that this application for exemption from ATFM measures conforms to the requirements for the NM procedure STS?ATFMX, as detailed n the Network Operations Handbook

Signed:	Name:
Aircraft Operator:	Date:
Fax No:	Telephone No:

**Response from Approving Authority:**

The application **meets the requirements for exemption from ATFM measures and approval is given for the use of STS/ATFMX in field 18 of the ICAO Flight Plan form\***

The application **does not meet** the requirements for granting STS/AFFMX/\* (delete as appropriate)

Reason for refusal:	
Signed:	Name:
Dublin Station Manager:	Date:

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