

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 Network Manager Directorate (NMD) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

2. AIR TRAFFIC FLOW MANAGEMENT (ATFM) DOCUMENTATION

2.1 ICAO European Region ATFM Procedures

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

2.2 Network Manager 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

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

Phone: + 32 2 729 36 39/3023

Fax: + 32 2 729 9109

URL: <http://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

2.3 Basic Network Operations Handbook Sections include

- a. General description and Network Operations Systems; this contains details of the NMD organisation, area of responsibility and a description of Network Operations Systems
- b. The ATFCM Users Manual: this is a self-contained users manual for aircraft operators and ATC units describing Network Operations systems; procedures in the context of the NMD TACTICAL (TACT) and Computer Allocated Slot Allocation (CASA)
- c. IFPS Users Manual; this is a self-contained users manual describing operating procedures for flight plan filing in the IFPS area.

Only limited selection of Network Operations Technical Procedures are contained in the Irish AIP. Reference should be made to the Network Operations Handbook for comprehensive information and procedures.

Further information can be found on the Network Manager Website <https://www.eurocontrol.int/network-manager> and Network Manager Flight Planning Zone: <https://www.youtube.com/channel/UCSBhxXXAITbhov9QyuEwH6A>

2.4 RESPONSIBILITIES OF AIRCRAFT OPERATORS

2.4.1 Aircraft Operators shall 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 ATFCM Notification Message (ANM) or Flight Suspension (FLS) messages).
- d. Departure slots (CTOTs) issued by the Network Manager and procedures related to changes to CTOTs.
- e. The Network Manager requirement for the modification or delay of EOBT. This is particularly important with the implementation of Network Manager Flight Activation Monitoring (FAM) whereby flights not notified as being airborne within 15 minutes of the notified ETOT or CTOT will receive a flight suspension message.
- f. The correct procedure to be followed to obtain approval for the use of STS/ATFMX. See [ENR 1.9.3.0](#)

2.4.2 Calculated Take-Off Time Compliance, 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).

2.4.3 Modification of Estimated OFF Block Time (EOBT), it is a requirement for both ATC and ATFM that the EOBT is accurate. 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 Network Manager Initial Flight Planning Zone (IFPZ) (see the ATFCM user manual for details) shall be communicated to IFPS.

2.4.3.1 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 aircraft operator wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the aircraft operator cannot be met for reasons other than ATFM delay.

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

2.4.3.3 Modifying EOBT that has not received an ATFM CTOT procedure 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.

2.4.3.4 Modifying EOBT that has received an ATFM CTOT procedure is as follows:

- a. To amend the EOBT, a DLA message shall be sent to IFPS with the new EOBT, this may trigger a revised CTOT.
- b. If 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: 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 e.g. 15 minutes. $1100 - 15 - 10 = 1035$. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.
- c. 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.

2.4.3.5 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. ATC/ATFM will now have the 'true' EOBT of the flight

2.5 READY TO DEPART

2.5.1 Ready to Depart earlier than current EOBT; there are two options available

2.5.2 The REA message relates to the regulated flights only. If it is sent for a non-regulated flight an error message will be generated by the ETFMS with the COMMENT "MESSAGE RECEIVED BUT NO SLOT HAS BEEN ISSUED".

2.5.3 For regulated flights being in a situation to depart before their CTOT / EOBT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message or, in a CDM aerodrome, the TWR may send a TTOT (T-DPI-s) before the CTOT tolerance window (-5, +10). These actions will trigger the REA status for the concerned flight.

2.5.4 A Ready (REA) message may be sent between EOBT minus 15 minutes, and no later than the CTOT – TAXITIME / MINLINEUP – SRM minimum improvement time (5 minutes) of the flight which may result in a flight being offered earlier CTOT or even take off time before its original EOBT.

2.5.5 The Aircraft Operator may contact the Central Flow Help Desk who can input an earlier EOBT into the TACT system (Max 30 Minutes) if a CTOT improvement is available, the Network Manager will send a Slot Revision Message (SRM).

2.6 Flight Activation Monitoring

The objective of Flight Activation Monitoring is to further improve network predictability and reinforce the compliance of flights with route and airspace availability through the IFPS.

2.6.1 There are two-time parameters related to FAM that trigger suspension

- a. The flight is not reported as airborne after 15 minutes after the expected take-off time. It is applicable to all flights, whether regulated or not, departing from, landing at or crossing areas where the Network Manager receives Correlated Position Reports (CPRs) and FAM is activated. A not reported airborne flight departing from, landing in or crossing a CPR/FAM enabled area with less than 3 hour flying time to the FAM enabled area will be shifted 3 times by 5-minute steps. If not reported as airborne, the flight will be suspended by a Flight Suspension Message (FLS) after another 2 minutes, i.e. after 17 minutes in total;
- b. The flight is not reported as airborne after 120 minutes after the expected take-off time. It is applicable to flights departing from non-FAM-enabled areas and estimated elapsed time (EET) of more than 3 hours with a destination in FAM-enabled areas.

2.6.2 Flight Suspension are avoided by aircraft operators continuously monitoring and updating their flight plans with accurate EOBTs and adhere to their EOBTs and CTOTs.

2.6.3 Where a flight is suspended and the flight will operate and a new EOBT is not yet known, no action is required until the new off-block time is available.

2.6.4 If the flight will operate and a new off-block time is known, the aircraft operator must send a 'delay (DLA) or change (CHG)' message with an updated EOBT;

2.6.5 If the flight will not operate, the aircraft operator must send a cancel (CNL) message.

2.7 GHOST' AND DUPLICATE FLIGHT PLANS

2.7.1 'Ghost' is the term used to refer to the flight plans of flights which do not take place, i.e. the flight plans that were not cancelled by the originators. Only one Flight Plan shall exist at any given time for the same flight., it is essential that flight plan originators:

- a. Cancel a flight plan as soon as it is known that the flight is not going to take place.
- b. Cancel an existing flight plan before filing a replacement flight plan for the same flight. (Note the replacement flight plan should be sent no sooner than 5 minutes to IFPs).

2.8 NETWORK MANAGER OPERATIONAL CONTACTS

The responsibility for processing invalid flight plan messages in IFPS is shared between two IFPS Units. Each invalid message is manually edited at one of the IFPS Units on a first come, first served basis (with exceptions for messages with special status which are given a priority in the invalid queue).

Note All messages sent to the IFPS for processing shall be sent to both units.

When telephone contact regarding flight data is necessary, the user should contact one of the IFPS units (IFPU).

The contact details below provide the AFTN and the Société Internationale de Télécommunications Aéronautiques (SITA) addresses to which messages should be submitted to the relevant units and sections, plus the contact telephone numbers to call in the event of specific on-line problems.

IFPS	FP1-Brussels (Haren)	FP2-Paris (Brétigny)
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X
OPS Telephone	+32 (0) 2 745 1950	+33 (0) 1 6988 1750
OPS Fax	+32 (0) 2 729 9041	+33 (0) 1 6988 3822
IFPUV		
AFTN	EUCHZMFV	
SITA	BRUEY7X	

Note: The IFPS Unit for Validation (IFPUV) is a fully automated system and shall normally be used by external message originators independently.

2.9 NETWORK MANAGER OPERATIONAL PROBLEM REPORTING

Operational problem reporting is covered in detail in the 'NM Operational Problem Reporting', which is a part of the Network Operations Handbook, including links to and copies of the relevant reporting forms.

Levels of Contact	Operational (H24)	
Situation	Network Manager Section	Contact Details
Flight Planning Ops Real time query or problem on message sent to IFPS operations (within EOBT -20Hrs)	IFPS Operations Telephone	Phone: Belgium +32 (0) 2 745 1950 Phone: France +33 (0) 1 688 1750
Flow Management Ops: Real- time flow management operational problem or query	Flow Management Operations	e-Helpdesk, or if not able, telephone URL: https://www.public.cfm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html Phone: +32 (0) 2 745 1901
Technical problems (use of tokens, transmission, terminals) which require immediate corrective action	Technical HELPDESK (NM CSO)	Email, or if not able, telephone Email: nm.cso.help-desk@eurocontrol.int
RESPONSE TIMELINE	URGENT OPERATIONAL OR TECHNICAL PROBLEMS WHICH REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Operational (H16)	
Situation	Network Manager Section	Contact Details
Airspace Data Ops: (Centralised Airspace Data Function) Problems specific to airspace data not affecting current operational FPL/ FLOW systems	Airspace Data Operations	Email or Telephone Email: NM.AD.SPVR@eurocontrol.int Phone: +32 (0) 2 745 1904 (0700-2200CET) Or +32 (0) 2 729 9848 (0700-2200CET)
Flight Planning/IFPUV problems (unexpected behaviour or inadequacy in NM procedures or system behaviour)	IFPUV Support	Email or Telephone IFPS Operations Email: nm.ifps.spvr@eurocontrol.int Phone: +32 (0) 2 745 1950 (FP1-Brussels) Phone: +33 (0)1 69 88 1750 (FP2- Brétigny)
Questions or problems related directly to the RAD documentation.	RAD Documentation	Email RAD Team Email: nm.rad@eurocontrol.int
PRIORITY	IMPORTANT FUTURE	
RESPONSE TIMELINE	IMPORTANT ISSUES FOR FUTURE OPERATIONS WHICH REQUIRE PRIORITY ACTION	

Levels of Contact	Operational Support (Office Hours)	
Situation	Network Manager Section	Contact Details
Flow Management or Flight Planning problems reported after the event/ post-flight incidents (unexpected behaviour or inadequacy in NM procedures or systems)	Post-Operational incident reporting on Flight Planning or Flow Management	URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html or if not available Email Email: nm.incident@eurocontrol.int

Levels of Contact	Operational Support (Office Hours)	
Airspace Data Post Event Problem Reporting (CACD + CADF)	Post-Operational Incident reporting on Airspace Data	Email or Telephone Email: nm.ad.spvr@eurocontrol.int Phone: +32 (0) 2 745 1904 (CACD) Fax: +32 (0) 2 745 4795 Phone: +32 (0) 2 745 1939 (CADF)
CHMI Support: Functional questions on the use of CHMI	Network Operations Training Team	CHMI Questions/Training Email Email: nm.chmi.questions@eurocontrol.int
PRIORITY	INVESTIGATE AFTER	
RESPONSE TIMELINE	POST OPERATIONS, TRAINING OR SUPPORT ISSUES WHICH DO NOT REQUIRE IMMEDIATE CORRECTIVE ACTION	

Levels of Contact	Non-Operational Support (Office Hours)	
Situation	Network Manager Section	Contact Details
Requests for access to services (usernames and passwords)	Step-by-step guide for accessing NM's operational services	URL: http://www.eurocontrol.int/network-operations/information-service-request-form
Non operational requests for information on Network Management Services	Online Request for information form	URL: http://www.eurocontrol.int/network-operations/information-service-request-form
PRIORITY	REQUEST FUTURE	
RESPONSE TIMELINE	REQUESTS UNDERGO A VALIDATION PROCESS WHICH ENTAILS A VARIABLE DELAY IN RESPONSE	

2.10 IRISH FMP CONTACT DETAILS

2.10.1 FMP Shannon Managers Position

Post: AIR TRAFFIC SERVICES
Irish Aviation Authority
Ballycasey Cross
Shannon
Co. Clare
V14 C446
Ireland

Phone: + 353 (0)61 770 700
Phone: + 353 (0)61 366 148
Fax: + 353 (0)61 366 036
AFS: EISNZQZX

2.10.2 FMP Dublin Managers Position

Post: AIR TRAFFIC SERVICES
Irish Aviation Authority
Huntstown
Co. Dublin
K67 FD45
Ireland

Phone: + 353 (0)1 81 44 601
Phone: + 353 (0)1 84 45 962
Fax: + 353 (0)1 84 44 624
AFS: EIDWZQZX

2.10.3 ARO Ireland

Post: ARO Ireland
Irish Aviation Authority
Ballycasey Cross
Shannon
Co. Clare
V14 C446
Ireland

Phone: + 353 (0)61 703 750

Fax: + 353 (0)61 366 245

Email: aisops@iaa.ie

AFS: EINNZPZX

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 Item 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 Item 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 ATS purposes at STS/.... in Item 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 ATFCM manual.
- 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/ATFMS 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 flights. 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 recommended 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
- 3.4.3.2 A STS/STATE flight may be afforded appropriate ATS handling priority because of the importance of the mission, or the person(s) on board.
- 3.4.3.3 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 Item 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 radio-telephony 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**
- 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 Item 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: +353 1 8144601
Fax: +353 1 8144624

Email: atcdub@iaa.ie

3.5.3 Manual 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
D02 T449

Fax: +353 (0)1 677484

Email: exempted.flights@iaa.ie

3.5.4 Compliance Monitoring

3.5.4.1 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the 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

3.5.4.2 With regard to those Aircraft Operators that have been granted an Approval for Self-Regulation, the 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 Call sign		Aircraft Registration	
Departure Aerodrome		ETD (UTC)	
Destination Aerodrome		ETA (UTC)	

STS indicator to be used (*delete as appropriate) HOSP*HUM*STATE*

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 Item 18 of the ICAO Flight Plan form***

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

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

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