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CDR re-categorisation in ECAC area of ICAO EUR Region

Steps, Justification, Amendments, Publication

MIDANPIRG Air Traffic Management Sub-Group
Fourth Meeting (ATM SG/4)
(Amman, Jordan, 29 April - 3 May 2018)

Tihomir Todorov
Head of Section Airspace Design
30 APR 2018



EUROCONTROL

CDR re-categorisation

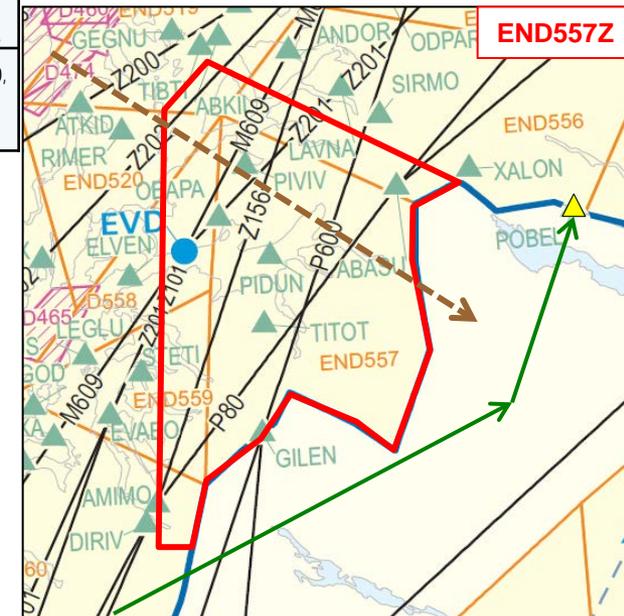
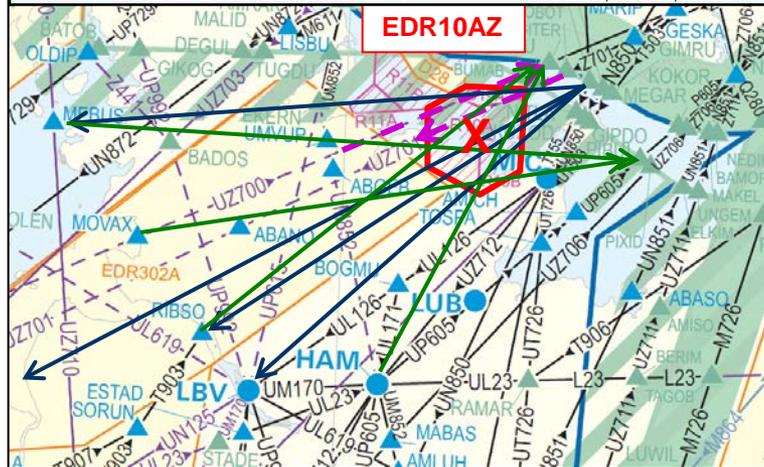
Passed Steps

- FEB 2015 - issue raised regarding the rationale that the current CDR categorisation does not fit anymore with the ASM developments related to FRA operations.
- MAY 2015 - CDR re-categorisation and establishment of a single CDR category (SCC) further discussed.
- FEB 2016 - Advice on the way forward and establishment of a task force to address all necessary elements (i.e. technical aspects, procedures, publication) of the single CDR category.
- MAR 2016 - Accept the establishment of a “Single CDR Category” (SCC) drafting group with a limited duration of 1 year, with the aim to propose of transition plan for implementation of a single CDR category and related proposals for amendment of ERNIP Part 3 - ASM Handbook.
- APR 2017 - Report of the Single CDR Category Drafting Group.
- APR 2018 - Approval of Harmonized AIP publication of the SCC.

CDR re-categorisation SCC - Justification

- CDR1/2/3 categories are not anymore adapted to the current situation, that:
 - New tools are available (e.g. FUA/RAD restrictions);
 - Single CDR category will significantly simplify the FUA concept;
 - The network has already started to move towards airspace blocks management instead of ATS routes management in preparation of the FRA implementation.

RSA	RESTRICTION applied during times and within vertical limits allocated at EAUP/EUUP	ID Number	Operational Goal	Affected ATS route/s / DCT/s
EDR10AZ	Not available for traffic	EDR10AZR	Traffic is not allowed to flight plan across active military area	UZ700, UZ701 DCT during MUAC FRA operational hours
END557Z	Not available for traffic Except 1. ARR ENEV via EVANI / PIKOX 2. DEP ENEV via EVANI / PIKOX	END557ZR	Traffic is not allowed to flight plan across active military area Nearby points: DIRIV, GEGNU, XALON, POBEL, TIPEL	Z101, Z201, Z202, P80, Z156, TR10, P600, M609, T65 (also all FRA DCTs)



CDR re-categorisation

SCC - Description

- The single CDR category should:
 - Be available for flight planning (i.a.w AIP) as default status, in order to provide enough stability and predictability to the airspace users;
 - Be flexible enough to be used in a dynamic way in various operational situations, in order to support the current FUA procedures and those planned to be implemented in the short term (e.g. rolling process...);
 - Be designed to allow related information to be easily processed, both in terms of AIS publication and ASM notification;
 - Be compatible with contingency situations;
 - Be compatible with technical constraints;
 - Not create additional risks/hazards compared to the current situation, including for safety impact on flights in the execution phase, and no detrimental effect on military mission effectiveness;
 - Fulfil the requirements of all categories of airspace users;
 - Ensure tactical usage based on agreed civil-military coordination procedures.

CDR re-categorisation

SCC - Transition Plan

- Transition Period - 18 months starting in the second half of 2018. The transition period will have to make SCC environment (where already implemented with CDR1 replacing all previous CDR types) coexist with CDR1/2/3 environment.

- Prerequisites to the SCC implementation:
 - Safety assessments:
 - General NM safety assessment - done)
 - Local safety assessment - upon States decision of moving to CDR1 single category)
 - Publication issues;
 - Procedures associated to the AUP utilisation;
 - Contingency;
 - Possible impact on technical systems;
 - Possible training if required.

Unless required by the safety assessments, no technical changes are foreseen to enable the implementation of the SCC environment using the CDR1 profile. This is valid for the NM systems, but also expected for local ASM tools and CFSP systems.

CDR re-categorisation

SCC - ASM Handbook Amendments

- Reflect the transition period during which both CDR1/2/3 and SCC with CDR1 will coexist.
- Principle that the CDR1 associated to the SCC environment should be published in the AIP with the times when it is available for flight planning, and actual availability to be known daily in EAUP.
- Requirement to implement the SCC, with the assumption that the decision will be made by the appropriate decision making arrangements.
- Currently AUP-UUP templates are not modified since CDR1/2/3 will still exist during the transition period but will be modified at the end of it, when all CDR 2 and 3 are removed.

CDR re-categorisation

SCC - Harmonized AIP Publication

- Publication terminology for CDR1 (including CDR2 and CDR3 re-categorised as CDR1)

Placeholder: AIP ENR 1.9 Air traffic flow management and airspace management

Text: *“Unavailability of CDR1 will be published in advance in the daily EAUP”*

- Publication terminology for CDR3 when re-categorised as ATS route usable only upon ATC instruction:

Placeholder: AIP ENR 3.1 or ENR 3.2 or ENR 3.3, Column “Remark”

Text: *“Only by ATC”* for each ATS route

CDR re-categorisation

Next steps

- Second half 2018 - SCC Transition Period starts;
- SEP 2018 - Presentation of inventory by States on their intention for publication of SCC.



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QUESTIONS and COMMENTS