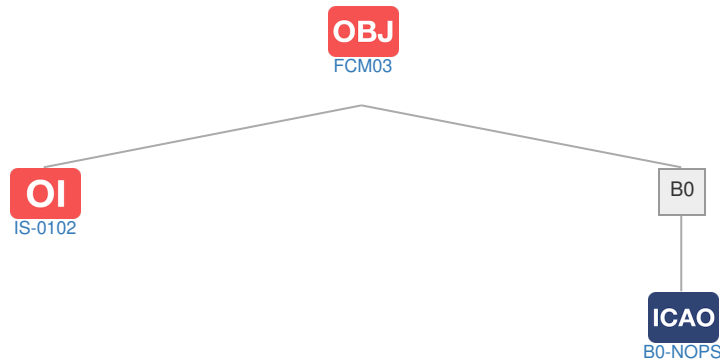


NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLoAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLoAs which identify actions EXCLUSIVE to military authorities.

Edition	2019
Stakeholders	Air Navigation Service Provider / Network Manager
Type	SESAR
Scope	ECAC+
Status	Active

Context

Related Elements



Applicability Area(s) and Timescales

Applicability Area: All ECAC+ States

Timescales	From	By	Applicable to
Initial operational capability	01-01-2000	-	Applicability Area
Full operational capability	-	31-12-2017	Applicability Area

Links to ATM Master Plan Level 2

Operational Improvement Steps

Code	Title	IOC	FOC	Related Elements
IS-0102	Improved Management of Flight Plan After Departure	31-12-2011	31-12-2015	

SOL Links to SESAR Solutions

Code	Title	Program	Related Elements
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No record found

PCP Links to PCP ATM Sub-Functionalities

Code	Title	Related Elements
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No record found

ICAO ICAO Block Modules

Designator	Title	Related Elements
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B0

B0-NOPS	Improved Flow Performance through Planning based on a Network-Wide view	OI OBJ
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References

Applicable legislation

None

Applicable ICAO Annexes and other references

None

Deployment Programme 2019

-

Operating Environments

Airport

Terminal Airspace

En-Route

Network

Expected Performance Benefits

Safety	Prevention of overloads.
Capacity	Better use of the available network capacity hence reducing delays.
Operational efficiency	A better traffic prediction will enhance traffic smoothing allowing less 'unnecessary' actions to be taken. Earlier awareness of the updated traffic situation will permit the flow management positions to consider and implement remedial actions to reduce the impact of the measures taken to accommodate the traffic. From the perspective of the airspace users, better traffic prediction will provide improved ability to maintain accurate estimated off-block times (EOBTs) for the return and subsequent legs for a flight/aircraft.
Cost efficiency	-
Environment	-
Security	-

Stakeholder Lines of Action

Code	Title	From	By	Related Enablers
ASP01	Provide flight plan message processing in ICAO format	FINALISED		
ASP02	Automatically process FPLs derived from RPLs	FINALISED		
ASP03	Provide flight plan message processing in ADEXP format	01-12-1997	31-12-2012	
ASP04	Processing of APL and ACH messages	FINALISED		
ASP05	Automatically provide AFP for missing flight plans	01-03-1998	31-12-2017	EN
ASP06	Automatically provide AFP message for change of route	01-03-2003	31-12-2017	EN
ASP07	Automatically provide AFP message for a diversion	01-03-2008	31-12-2017	EN
ASP08	Automatically provide AFP message for a change of flight rules or flight type	01-03-2003	31-12-2017	EN
ASP09	Automatically provide AFP message for a change of requested cruising level	01-03-2003	31-12-2017	EN
ASP10	Provide AFP messages in ADEXP format	DELETED		
ASP11	Use IFPLID in all messages to ETFMS	DELETED		
ASP12	Use IFPLID in exchange of route-charge data	DELETED		
ASP13	Automatically provide AFP message for change of aircraft type	01-03-2003	31-12-2017	EN
ASP14	Automatically provide AFP message for change of aircraft equipment	01-03-2008	31-12-2017	EN
NM01	Integration of Automatic AFP in NM systems	01-01-2010	31-12-2017	EN

Supporting Material

Title

Related SLoAs

EUROCONTROL - SPEC 107 - EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP) - Edition 3.2 / 12/2017
<https://www.eurocontrol.int/publication/eurocontrol-specification-ats-data-exchange-presentation-adexp>

ASP03, ASP05, ASP06, ASP07, ASP08, ASP09, ASP13, ASP14

Consultation & Approval

Working Arrangement in charge	NETOPS / ODSG
Outline description approved in	-
Latest objective review at expert level	05/2013
Commitment Decision Body	Provisional Council (PC)
Objective approved/endorsed in	07/2000
Latest change to objective approved/endorsed in	07/2013

