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Application of STAM - SHORT TERM ATFCM MEASURES

1. INTRODUCTION

This AIC provides notification to airspace users about the possible application of STAM for the purpose of Demand Capacity Balancing for ACC Wien sectors and to a certain extent for ACC sectors of neighbouring FAB CE ACCs.

2. STAM APPLICATION FOR ACC WIEN

STAM may be applied from FMP Wien for certain overloaded ACC sectors in order to overcome short peaks of traffic without applying ATFCM measures like ATFCM regulations or ATFCM scenarios.

Possible Short Term ATFCM Measures are:

- a) FL capping for aircraft already airborne
- b) Take Off Not Before (TONB) for aircraft still on ground

Both measures will be coordinated between FMP Wien and the responsible ATC units (ACC Wien or TWRs LOWW, LOWG, LOWI, LOWK, LOWL and LOWS).

In particular cases STAM requests will also be coordinated between FMP Wien and neighbouring FAB CE FMPs and vice versa.

Pilots will receive the corresponding ATC clearances from ATC.

2.1. FL capping for aircraft already airborne

FL capping for aircraft already airborne will mainly be applied for flights which are underlying a FL constraint in the LoA with one of the adjacent downstream ATC units and which will be cleared to enter the airspace already underneath of an overloaded ACC sector.

FL capping for aircraft already airborne will not be applied for flights that will be affected by severe weather (e.g.: thunderstorms).

2.2. TONB for aircraft still on ground

In case of TONB an earliest possible departure time will be allocated to the targeted flight(s) by ATC.

The departure time will only be altered within the existing Departure Tolerance Window (-15/+15 minutes around ETOT) or existing Slot Tolerance Window (-5/+10 minutes around CTOT) and if it is manageable for ATC at the particular departure airport.

IFR/GAT flights that are according *Eurocontrol Network Manager ATFCM Users Manual* automatically exempted from ATFCM measures and that are using one of the following STS indicators in their flight plan field 18 will not be used for TONB:

- Flights carrying Head of State or equivalent status (STS / HEAD)
- Flights conducting search and rescue operations (STS / SAR)
- Flights authorised by the relevant States Authorities to include in the flight plan (STS / ATFMX)
- Flights carrying a life critical emergency evacuation (STS / MEDEVAC)
- Flights engaged in fire-fighting (STS /FFR)

Other IFR/GAT flights that require special handling and that are using other STS indicators in field 18 of their flight plan will also not be used as candidates for TONB, e.g.: STS/HOSP.

3. BACKGROUND INFORMATION

According to the *European ATM Masterplan Level 3 – Progress report 2021* - the aim of STAM phase 2 is to improve the efficiency of the system using flow management techniques close to the real time operations with direct impact on tactical capacity management, occupancy counts and tactical action on traffic. The target of the Short Term ATFCM Measures (STAM) is to replace En-route CASA regulations for situations where the capacity is nominal. This objective deals with the initial version of STAM, based mostly on procedures.

Applicable regulations and standards:

COMMISSION IMPLEMENTING REGULATION (EU) 2021/116

Benefits:

Capacity: Better utilisation of existing capacity by using occupancy counts.

Safety: Some enhancement through the prevention of ATCO overloads.

4. FURTHER INFORMATION

Further information can be obtained from:

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5. ABBREVIATIONS

ACC	Area Control Centre
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer, Air Traffic Controller
ATFCM	Air Traffic Flow and Capacity Managemnt
ATM	Air Traffic Management
CASA	Computer Assisted Slot Allocation
CTOT	Calculated Take Off Time
ETOT	Estimated Take Off Time
FAB CE	Functional Airspace Block Central Europe
FMP	Flow Management Position
GAT	General Air Traffic (civil)
HOSP	Medical (hospital) flight (Flight plan status indicator)
IFR	Instrument Flight Rules
LoA	Letter of Agreement
STAM	Short Term ATFCM Measures
STS	Status
TONB	Take Off Not Before

Parts of chapter 3 of this AIC are quoted from the European ATM Masterplan Level 3 - Implementation View Plan 2016

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