### Aircraft Operators

To ensure all involved airline staff are aware of the FL adherence days:

- ensure Pilots are aware of FL adherence days and ATC actions in respect of the RFL;
- ensure flight planners are aware of ATC intent to only allocate cruising levels filed in the flight plan.

Provide post Adherence Day feedback to EUROCONTROL in support to the reporting process.

### Air Navigation Service Providers

ANSPs should ensure that the appropriate manager has advised ACCs of the FL adherence days, and

- brief staff on the trial objectives prior to the Adherence Days;
- issue Temporary Operating Instructions
- publish NOTAM;
- ensure Adherence Day feedback is provided to EUROCONTROL;
- provide a report following the trial with any available statistics.

### EUROCONTROL

EUROCONTROL has initiated the campaign on behalf of the ANSPs and is coordinating the adherence days. In preparation of the event information material has been made available to explain the reasons and actions. The material is available to all aviation professionals involved via the dedicated website [www.adherencedays.com](http://www.adherencedays.com).

CFMU:

- published an AIM including the operational details and goals of the operational trial;
- provided briefings to CFMU operational staff in IFPS and Flow Management;
- conduct a post-OPS analysis of the event;
- publish an Adherence Days report.

### Members of the Task Force in charge of the good conduct of the trial

Members of the Task Force in charge of the good conduct of the trial are IFATCA, ECA, EUFALDA, ACI Europe, IATA and IACA, DFS, Skyguide, NATS and Maastricht UAC.

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**Flight Level Adherence Days**  
29 - 30 September 2010

**6 key Words to be ready for the trial**
6 key Words to be ready for the trial

**When?**
From 29 September 00:00 UTC until 30 September 2010 23:59 UTC.

**Where?**
Across ECAC states.

**Who?**
The trial is part of a flight plan and ATFCM adherence campaign organised by EUROCONTROL (DMEAN and CFMU) on behalf of Air Navigation Service Providers (ANSPs). The trial concerns ATCOs on duty in all European ACCs, pilots flying in Europe, and flight dispatchers.

**What?**
The trial will consist of the application of flight level adherence and will consider the benefits and issues for the next actions to improve network performance.

**Why?**
Daily across Europe, regulations are put in place to protect ATC from receiving more traffic than the controller can handle safely. However, it regularly happens that more aircraft than planned enter protected sectors. In 2009 one third of all ATFCM reported over-deliveries were caused by differences between the actual FL and the RFL in the Flight Plan.

The purpose of the adherence campaign is to reduce over-deliveries in ATC sectors, to improve overall network data consistency, accuracy and traffic prediction, and to identify benefits such as capacity improvements or other operational issues for ANSPs and Aircraft Operators.

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### 6 Key Words to be Ready for the Trial

#### HoW?

<table>
<thead>
<tr>
<th>Pilots</th>
<th>ATCOs</th>
<th>Flight Dispatchers</th>
</tr>
</thead>
<tbody>
<tr>
<td>To fly the cruising level contained within the filed ICAO flight Plan submitted to ATC and not request other levels from ATC, except for overriding operational reasons such as avoiding weather or emergencies.</td>
<td>To deliver flights across the network at the Requested Flight levels contained in field 15 of the ICAO flight plan or as presented as the RFL on Flight Progress strips (electronic or paper) or radar data blocks.</td>
<td>The flight plan is the only source of traffic demand information for ATC planning. The accuracy of the flight plan data is therefore essential for ATC to optimise capacity, prevent overloads and to avoid unnecessary ATFCM measures such as regulation or re-routings.</td>
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#### Notes:

- Out of area traffic (OOA) originating from non-ECAC ACC should in principle adhere to the requested FL filed in the ICAO flight plan. However, aircraft entering should not be requested to change their actual flight level to the one filed in the FPL, unless it affects the capacity in the downstream sectors.

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Don’t leave questions unanswered, post and view them on [www.adherencedays.com](http://www.adherencedays.com)

Contact us via [adherencedays@eurocontrol.int](mailto:adherencedays@eurocontrol.int)

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