



Network Manager
nominated by
the European Commission

B2B PTRs in xls

Definition, Content, Publication

Tihomir Todorov

Head of Section Airspace Design

29 JAN 2018

PTR Definition

ERNIP Part 1, Chapter 8, Section 8.13

- Profile tuning restriction is influencing the flight profile calculation in order to be correctly counted in certain operational airspace/s. At a later stage this flight profile is checked against the RAD.
- Additionally this restriction might also be used to allow correct addressing in IFPS.
- The ETFMS will in all cases try to avoid a PTR by applying profile banding/adapting the profile in climb or descend phases. If a PTR is incoherent with other data then a message shall be generated and logged.

PTR Creation and Publication

- PTRs are created in CACD by the Airspace Data Team based on proper request by relevant State / FAB / ANSP National Environment Coordinator (NEC). PTRs can be live updated.
- PTRs as all other AURA restrictions/limitations are available via B2B in AIXM 5.1 format.
- The NM RAD Team since 15 DEC 2017:
 - Generates B2B PTRs xls file;
 - Publishes the B2B PTRs xls file via NOP RAD Portal under new sub-section “PTRs” - <https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>;
 - Publishes once per week, every Friday, the B2B PTRs xls file.

PTR xls file Format and Readability



RESTR_UID	ENABLED	OPER_GOAL	TEXTUAL_DESCRIPTION
EB8002A	Y	TO FORCE TRAFFIC INTO LUXEMBOURG TMA	LOA Q763 LIMGO DISK\$ NOT AVAILABLE FOR TRAFFIC ABOVE FL135 DEST. EDRZ
EBBU1A	Y	AVD EBBUEHS	SPI ARCKY
EDLI9000B	Y	LOA LIPP/EDUU	LIKDA/NATAG/OLPIX/OTRES
EDLI9000C	Y	LOA LIPP/EDUU	LIKDA/OLPIX
EHAA8003A	Y	TO FORCE TRAFFIC INTO EHAA SECTOR 3	LOA EBBUFIR\$1.NOT AVAILABLE FOR TRAFFIC DEP. EBBUFIR (EXCEPT EBCI)VIA EHAAFIR ABOVE FL160 AT EB/EH BOUNDARY 2.NOT AVBL FOR TFC ARR EBBUFIR(EXCEPT ELLX)LILLE GROUP VIA EHAAFIR ABOVE FL245 AT EH/EB BOUNDARY
EHAA9002A	Y	FRC EHAASECT3; FLT.S INB EBBR TO BE COUNTED IN EHAASECT3	LEKKOWOODY0001
LFRR1004A	Y	ARR LFRH VIA ARE ALLOWED EVEN OF LFR270 ACTIVE (115/195)	AVD LFR270\$
LFRR1005A	Y	TO AVOID LFRNIU	DEP LFRN/OV VIA UM616 LUGEN TUPAR WITH RFP>295 DO LFRIN LFRNS LFBR2
LSAZ50A	Y	AVD LSAZSSL	FORBIDDEN LSAZSSL\$ CROSSING AS LSAZM37 AND THEN ARR
LSAZ8A	Y	FRC LSAZWSL; MAI 18-01-07	EDSB/FM/FV/RV/ETAR/EDSW/PA/TB/TH/TK/TL/TN/TO/TX/TY/LFST T51

PTR versus RAD Appendix 6

Content and ID Improvements

- Resolution in new version of AD Operations Manual (expected soon) of spotted inconsistency between NM documentation and NMOC Identification:
 - RAD (ERNIP Part 1): 8000 - 8999 - Flight Profile Restrictions - Appendix 6;
 - Data submitted by NRCs CACD (AD Operations Manual): 8000 - 8999 - LOA std. agreed levels - Profile tuning. Data submitted by NECs.
- Resolution (once initiated in JUN 2017) of possible duplication or same coding of different requirements in NMOC data - FABEC area. **All data presented in separate file.**

State / FAB / ANSP	PTRs Coded as 8...	Appendix 6 Restrictions Coded as 8...
EB	6	4
EH	4	3
LF	9	36

- Following the PTRs external publication the NM RAD Team considered that the issue with RAD Appendix 6, published since RAD1005, purpose and the necessity of its existence shall be further discussed at RMG. It is considered also that same information shall not be published twice and maintained by different NM Teams.



Network Manager
nominated by
the European Commission

QUESTIONS and COMMENTS