

Supporting  
European  
Aviation



# CRT

## Further plans on CRT

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NETWORK  
MANAGER



# Experience with use of CRT

- Demonstrations during Aviation Task Force meetings to familiarise Member States with CORSIA Reporting Tool
  - Testing Phase from April for a period of 2 months
  - Launch on 3 June
  - No crash reported
  - On time for the ICAO submissions
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- Previous experience is something we learn from and the Member States will be even more efficient next year

# Solving known issues 1/2

- Following AVTF agreement
- Minor adaptations
  - When airport is unknown in CRT, EUROCONTROL should be notified of the airport code indicated in AER to update the EUROCONTROL database, so that DB will be fed with this information
  - When aircraft type is unknown in CRT, EUROCONTROL should be notified of the aircraft type indicated in AER to update the EUROCONTROL database, so that DB will be fed with this information
  - To remove inconsistencies in way of reporting (domestic: error instead of warning like flight to non ICAO state)
  - To forbid inclusion of reports below 10K in ICAO report

## Solving known issues 2/2

- Following AVTF agreement
- Changes to be performed on OOMC to avoid systematic warning
  - Low Threshold of 2.5 T for country pair and aerodrome pair: *remove the test on low threshold for those two related OOMC*
  - A warning is always shown when data gaps are reported (when data gaps should be reported in AER): *remove this OOMC*
  - Calculate the number of flights per day per aircraft: it should be between 2 and 7, in general value is below 2 as domestic flights are not reported: *review this test by removing the lowest value*

# Actions undertaken until this date

- For Highly Secure governmental computers not allowing CRT to work normally
  - Contact taken with The Netherlands and Latvia to address CRT implementation problems
- Draft AER's received
  - Analysis of format modification
  - Impact analysis
- Preparation of revision of reports
  - Syntax
  - OOMC
- Coordination with AVTF