Re-Routing Opportunities

Information for Airspace Users
NOP Portal Version
Foreword

How to manage air traffic effectively across the European network is a top priority for the EUROCONTROL Network Manager (NM). Building on the experiences of summer 2018, and with close cooperation with the NM Airline Operator Group (AOG) system development sub-group, a number of NM system changes have been identified and implemented to support Airspace Users better manage summer 2019 and beyond.

Purpose of this document

This document will provide Airspace Users with a guide to the ‘Opportunities’ tool available in the NOP Portal, which identifies flights that may benefit from re-filing their flight plans onto more efficient routes. This document will show how to find the flights that have been identified and how to take advantage of the opportunities to optimise flight planning operations. This document is specific for NOP Users.

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Network Manager Operations Identify Opportunities

When it is likely that airspace users may benefit from changes to airspace availability (e.g. after the release of the EAUP), Network Operations execute a search for flights that may benefit from rerouting their filed flight plans.

The tool that searches for the opportunities is fed with parameters that are used to determine if a flight can be regarded as gaining a benefit from the re-route. The parameters include:

- Flying time
- Route distance
- ATFM delay

** The new route proposed is not a Network Operations recommended route; it is the airspace user’s responsibility to determine the operational acceptance of the route.

Network Manager Operations Communicate Opportunities

When a flight has been identified as possibly benefiting from an opportunity, the flight is marked in the Network Operations NOP and CHMI with a ‘Y’ in the ‘Opp’ column. By clicking on the column header, you can order the column so that all the flights that are marked with ‘Y’ are at the top:

*Fig 1: Opportunity display in the Network Operations NOP Flight List*
Accessing the search for opportunities report

A report is created after the search for opportunities successfully identified a potential re-route. The report is available in the operational log of the flight. To access the operational log, click on the blue link from the ARCID of the flight:

![Fig 2: Link from the Flight List to the Flight Details](image)

When the detached view is opened, you need to select the ‘Operational Log’ tab. The search for opportunities report is available via the ‘Oplog Type’: ‘HI REROUTE’. To view the details of the report, click on the ▶ symbol on the far left of the row:

![Fig 3: Operational Log](image)
Decoding the search for opportunities report

The report contains all the routes that were identified as possible candidates; this includes routes that were regarded as not being suitable (too costly, etc).

The first line of the report shows the opportunity route identification (e.g. LFBHEBCI5000). This is the alternate route that is regarded as the most interesting. The detailed analysis of this route is present in the report.

The first detailed analysis has the title ‘Current route;’ this is the original route with the relevant values and the Field 15. For the opportunities search, the important values are:

- DEPARTURE_DELAY
- FLYING_TIME
- ROUTE_LENGTH
- FUEL
- ROUTE_CHARGES

For each candidate route identified, there is a detailed analysis stored in the report. Each route starts with its Route_Id and also has its relevant values shown, and the Field 15.

<table>
<thead>
<tr>
<th>Route_Id</th>
<th>DEPARTURE_DELAY</th>
<th>FLYING_TIME</th>
<th>ROUTE_LENGTH</th>
<th>FUEL</th>
<th>ROUTE_CHARGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>LFBHEBCI5000</td>
<td>55655</td>
<td>92</td>
<td>147</td>
<td>142</td>
<td>461</td>
</tr>
</tbody>
</table>

*Fig 4: Search for Opportunities Report*
Rerouting Your Flight

If you would like to attempt to reroute your flight, or analyse the possible alternate routes, there is a direct link from the flight list to the ‘Alternate Routes’ tab of the flight details detached view. To access the rerouting function, click on the ‘A’ that is visible in the ‘W’ (what-if) column.

| U  | E/CTOT | X | F | S | A/TTOT | Delay | R | Opp | W | MSG | REGUL+
|----|--------|---|---|---|--------|-------|---|-----|---|-----|--------
|    |        |   |   |   |        |       |   |     |   |     |        |
| 20:06E | N | I | N | Y | A |
| 20:50E | N | I | N | Y | A |
| 20:40E | N | I | N | Y | A |
| 20:15E | N | I | N | Y | A |
| 15:15E | N | I | N | Y | A |
| 20:55E | N | I | N | Y | A |
| 15:21E | N | I | N | Y | A |

*Fig 5: Link from the Flight List to the Flight Details (Alternate Routes)*

For video tutorials on using the NM Rerouting tools, please visit our YouTube channel at: https://www.youtube.com/channel/UCSBhxXXAIITbho9QyuEwH6A

*Please check our flight management video tutorials here:*
WHAT’S NEXT

Further developments in the context of the Flight Efficiency Plan include ongoing improvements to the ATS route network, wider application of Airspace Management processes on airspace allocation, and additional support to Airspace Users to take advantage of these improvements. This will include a more rolling process for changes to airspace/route availability and associated notification to Aircraft Operators (AOs).

Airspace Data evolutions, containing updated airspace and capacity information, will become a key enabler allowing AOs to plan for the best available routes. The success of these developments will rely critically on the input/feedback from the AO community, to ensure their needs drive the ATM network performance improvements.

Contact

For any issues or questions with regard to the Search for Opportunities process or general questions about Network Operations services:

Network Operations Customer Support
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