



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:

U	E/CTOT	X	F	S	A/TTOT	Delay	R	Opp	W	MSG	REGUL+
	15:00E		N	I			N	Y	A		
			N	I		*17*	N	Y	A		MMALY19E
	15:05E		N	I			N	Y	A		
	15:05E		N	I			N	Y	A		
	15:10E		N	I			N	Y	A		
	15:15E		N	I			N	Y	A		
			N	I		*40*	N	Y	A		MFDZ19E
			N	I		*51*	N	Y	A		EURME19A
	15:15E		N	I			N	Y	A		

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:

Plot Selected Flights		Collapse All		E-Helpdesk		Compute Impacted Flights		Plot Evita														
	TOT	STA	ARCID	ATYP	ADEP	ADES	D	T	ARF	IOBT	U	E/CTOT	X	F	S	A/TTOT	AT	Delay	R	Opp	W	MSG
<input type="checkbox"/>	▶ 09:02E		TCX18WE	B752	LPFR	EGBB		I	380	16-08:50		09:02E		N	I		S		N	Y		N
<input type="checkbox"/>	▶ 09:50E		TCX116	A332	EGKK	MUVR		I	380	16-09:25		09:50E		N	I		S		N	Y		A
<input type="checkbox"/>	▶ 10:15E		TCX2624	B752	EGCC	HESH		I	370	16-09:55		10:15E		N	I		S		N	Y		A
<input type="checkbox"/>	▶ 10:15E		TCX314	A332	EGCC	MDPC		I	390	16-09:55		10:15E		N	I		S		N	Y		A
<input type="checkbox"/>	▶ 11:55E		TCX92VF	A321	GCLP	EGNX		I	330	16-11:45		11:55E		N	I		S		N	Y		A
<input type="checkbox"/>	▶ 12:25E		TCX81FB	B752	GCTS	EGBB		I	360	16-12:15		12:25E		N	I		S		N	Y		A
<input type="checkbox"/>	▶ 12:26E		TCX34HJ	A320	GCRR	EGNT		I	350	16-12:20		12:26E		N	I		S		N	Y		A
<input type="checkbox"/>	▶ 16:25E		TCX35YT	B752	GCLP	EGCC		I	370	16-16:15		16:25E		N	I		S		N	Y		A
<input type="checkbox"/>	▶ 08:30E		TCX3548	B752	EGKK	LTBS		I	370	16-08:05		08:30E		N	I		S		N			N

Fig 2: Link from the Flight List to the Flight Details

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:

Details		Point Profile: Elapsed Flying Time		Point Profile: Actual Time		Airspace Profile: Elapsed Flying Time		Airspace Profile: Actual Time			
Flight History		Operational Log		Alternate Routes		Restriction Profile: Elapsed Flying Time		Restriction Profile: Actual Time		Messages	
Stamp	▶	FACT ID	IFPS ID	Oplog Type							
▶ 16-04:22:52		256016	AT01181496	HI REROUTE							
▶ 16-07:27:09		256016	AT01181496	HI REROUTE							

Click to view re-route details

Fig 3: Operational Log

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.

Stamp	TACT ID	IFPS ID	Oplog Type	Correspondent
03:47	256330	AA18067286	IM FPL	DUBOEF@SITA
07:57	256330	AA18067286	HI REROUTE	

Flight affected by rerouting 17650018, outcome: **LFBHEBCI5000** INTERESTING OBT Validity Period: 17-12:35:00..17-13:11:00

Current route:
 Field_15: N0346F180 LUSON4E LUSON A25 TIRAV/N0432F340 UT183 MOKOR UN873 VEKIN UZ173 ARVOL ARVOL4A
 DEPARTURE_DELAY Not regulated
 FLYING_TIME 0065m56s
 ROUTE_LENGTH 417
 SUSPENSION FALSE
 FUEL 2723 kg
 ROUTE_CHARGES 461

Route_Id: **LFBHEBCI5000**
 Field_15: N0346F180 LUSON4E LUSON/N0432F340 A53 ANG UL976 OBATO UN873 VEKIN Z173 ARVOL ARVOL4A
 DEPARTURE_DELAY Not regulated (+0000m00s)
 FLYING_TIME 0061m52s (-0004m04s)
 ROUTE_LENGTH 385 (-32)
 SUSPENSION FALSE
 FUEL 2581 kg (-142 kg)
 ROUTE_CHARGES 461 (+0)

Re-route identification (points to LFBHEBCI5000 in flight outcome)

Potential savings (or costs) (points to differences in FLYING_TIME, ROUTE_LENGTH, FUEL, and ROUTE_CHARGES between current and alternate routes)

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		
			N	I		*0*	N	Y	A		E4N19A
	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/UCSBhxXXAITbhov9QyuEwH6A>

Please check our flight management video tutorials here :  YouTube



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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