



SUPPORTING
EUROPEAN
AVIATION

User Forum 2024

Main takeaways

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Delivering agreed capacities

- Solid preparation done for Summer 2024 with excellent contributions from operational stakeholders
- Main challenges for Summer 2024 will be: continued high traffic growth on southeast and southwest axis, staff shortages, the impact of the war in Ukraine
- Best practices are available in terms of staff availability and rostering, support tools, airspace changes and they need to be further exploited through Operational excellence
- Future iNM evolutions need to include the examples of the ATC support tools provided by the various ANSPs

Adverse Weather Management

- The main important aspects for our current procedure evolution are:
 - to further develop a common Network Forecast, accurate, granular and continuous. For that, meteorological data should be provided in a homogeneous manner, now is difficult due to the existing fragmentation
 - to develop a Network approach with the Network Manager taking the lead,
 - develop the playbook concept.

Harmonised operational use of datalink

- Positive trend over the past years in terms of equipage (air and ground), usage and harmonisations leading to initial operational benefits
- More is required and there are clear ToDo (logon, use, file correctly, equip, report) lists for all different actors to improve harmonised operational usage
- Most important : Let's all use Datalink to the maximum during coming summer to get further benefits when they are most needed

Realistic schedules, including turnaround times

- Key for accurate and efficient planning for the network (including adequate planning of resources), leading to smooth operations - used intensively for the Rolling NOP
- Complex process, many traffic planning elements to take into account to build the schedule
- Need to find the right balance between risk of early arrivals / risk of delays – buffer to recover some of the delays
- Integrate results of post operations analysis for improved plans

Prioritising first rotation

- We see the tremendous efforts in the Network with all stakeholders from 2023 carrying in to 2024 to prioritise First Rotation
- We are All Together Now in this and must continue to Think Network!!
- In many areas we are not helping ourselves and must spend more time pre-tactically “Setting up for Success”
- Early morning arrivals from Out of Area do cause issues in the punctual departure of First Wave
- Greater worldwide connectivity, inter-area data exchange, and collaboration is key
- In the short term – more Airport focus in and to the Network, more co-ordination, and more effort into supporting the Pre-tactical plan

Disciplined flight plan execution

- The RAD is too complex and with many inconsistencies making efficient planning difficult. NM should take a more directive role in reviewing and managing the RAD - a more network approach to be taken.
- Controllers are not aware of downstream restrictions leading them to climb or give directs on request. There is a lot of data available but not always at the right place in the right format.
- Aircraft operators should check their cost criteria - too many small changes to trajectories which are never flown but are profiled incorrectly.
- Widespread perception that late updates to FPL increase delay, NM should look to system changes which incentivise updating flight plans.
- A lot of work needs to be done to educate pilots and controllers on the importance of flight plan adherence, that giving directs and level changes is often counterproductive; A cultural change is required.



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