

BRITISH AIRWAYS DELAY MITIGATION AND PRE-TACTICAL PLANNING



BRITISH AIRWAYS – SHORT HAUL DISPATCH

RESOURCE

3x Short Haul Flight Dispatchers 0500-2100z

1x Short Haul Flight Dispatchers 2100-0500z

Flight Dispatch implemented a dedicated Slot position in April 2024.

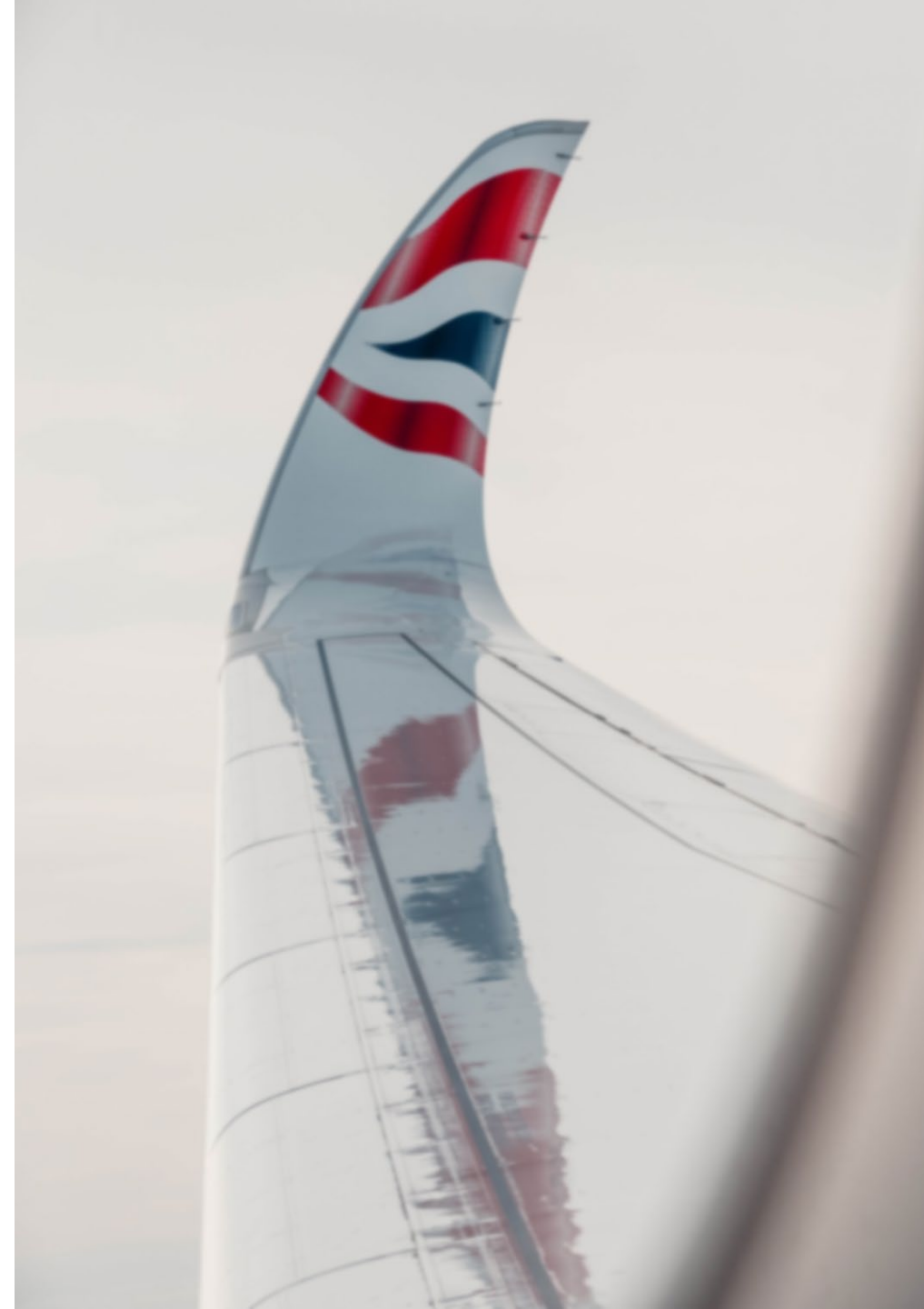
- ATC position within the IOC Short Haul Cell focussing on delay mitigation.
- Actioning reroutes, level caps, slot swaps and eHelpdesk management.
- Additional resource vs previous summers.
- Primary point of contact for ATC queries for internal and external stakeholders.

SETUP

4x “Offices” in LIDO calculating flight plans. 3x Automated and 1x Manual.

- BE1 – LHR Automated Flights
- BE2 – LGW/LCY/Domestic Automated Flights
- BMO – Automated Flights that depart ECAC
- BEM – Manual Office with no “Rules” for handling of MELs, restrictions etc.

All Short Haul Flight Plans are initially filed **-12hours to ETD**. The flight plan will continue to recalculate under certain parameters up until the Final calculation at **-140 minutes to ETD**.





PRE-TACTICAL PLANNING

LONDON HEATHROW DEPARTURES

Majority of pre-tactical planning for departures ex EGLL/LHR based on information provided by NATS.

LONG TERM PLANNING – Navigation Team

- Certain city pairs planned seasonally on Northerly departures to balance South/North SID bias departing ex LHR.
- Certain city pairs seasonally level capped to reduce network congestion.

D-1 PLANNING – Operational Team

- SID bias information sent D-1 from Heathrow NATS allows the operational teams to plan a mix of departures to avoid TSAT delays. North Atlantic departures and position of the NAT tracks predominantly impacts this.
- D-1 calls from NATS will advise if a scenario will be applied that will impact our domestic shuttle sectors. We will apply a level cap to GLA, EDI, ABZ and MAN flights to protect these services from unnecessary delay and help the network.
- UKFMP will call us overnight to request specific flight route/level changes.

	Day	Date	Forecast Core Track	Westbound SID Bias	Bias
D-1	Wednesday	08/01/2025	MALOT (53N)	CPT	South
Time (z):	0600-0900	0900-1200	1200-1500	1500-1800	1800-2359
High Demand SID					
(Average) TSAT Delay risk					

TSAT Bias/Impact Key		
Significant	Average >16min	Significant / Prolonged TSAT DLA
Moderate	Average 6-15min	Moderate / Prolonged TSAT DLA
Good Splits	Average 0-5min	No Significant TSAT DLA

NETWORK D-1 PREPARATIONS

SPECIAL EVENTS

- For Industrial Action we will apply avoidance TFR and Pre-Defined rules in our Flight Planning system to avoid impacted area for necessary duration.
 - **Next Steps** – Analyse most and least impacted city pairs during strike periods and apply restrictions to selected routes only.
- For Military Activities the Flight Dispatch teams will be briefed on the event, avoidance areas and preferred routings.
- For Significant Weather events, Flight Dispatch and Flight Ops teams will be briefed and appropriate routings pre-coordinated with extra fuel carried where necessary.

NEXT STEPS

- Better utilization of overnight Flight Dispatch resource, led by FMP/NM.
- Focus on First Wave overnight to optimise resource, preferably coordinated by NM with suggestions for routing deviations.
- More internal, seasonal route analysis identifying the most “delayed” city pairs (by ATM delay) and coordination with NM/FMP to alleviate any inefficient RAD.
- Better coordination with neighbouring FMP throughout the 24 hours window to optimise our schedule efficiency.



LEVERAGING TECHNOLOGY

WSI FUSION

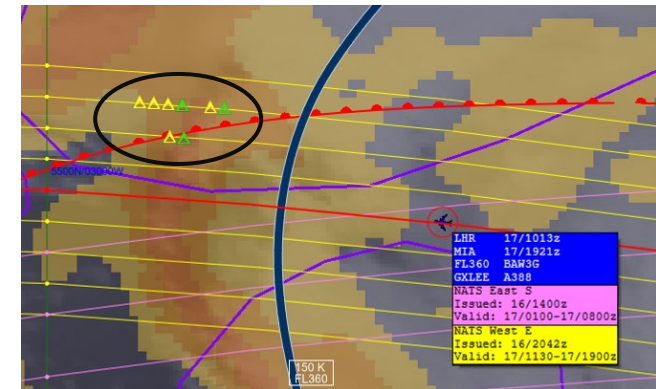
- WSI Fusion implemented in IOC as primary tracking provision
- The weather company MET data overlaid
- Airport status alerting
- Aircraft type specific alerts and desks

GUIDOR

- Reciprocal pilot iPad weather application
- The Weather Company MET data overlaid
- Single version of the truth shared between Flight Deck and IOC
- Wifi enabled on Flight Deck to improve inflight collaboration

IATA TURBULENCE AWARE

- Turbulence reports feed alerts in to WSI Fusion and Guidor
- IOC can communicate with crew re turbulence avoidance
- Flight Plans can be amended pre-flight to avoid areas of significant turbulence



LHR	17/1013z
MIA	17/1921z
EJAS60	BMM3G
GM122	A388
NATS East E	
Issued:	16/1400z
Valid:	17/0100-17/0800z
NATS West E	
Issued:	16/2042z
Valid:	17/1130-17/1900z