

Panel – Disciplined Flight Plan Execution



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Moderator – Chris Peregrine

With grateful thanks to all contributors, questioners, panellists, moderators, behind the scenes, and supporters!



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Late Updaters - How it works

- ATFM Slot is allocated 2h before EOBT, SAM sent. The CTOT will not **deteriorate** after that moment unless any of the regulations crossed by the flight is modified.
- **Only** a flight changing its FPL affecting the **entry time into the regulation** will receive a new CTOT as the next available slot: Either a free slot or a slot that has not yet been allocated.
- The later the above FPL change is received, the smaller the possibility to find a free or non-allocated slot close to the new time in the regulated airspace(s)
- The later the update, the higher the additional delay, as more flights have their slots assigned.

How it works

- FPL time update after SIT1, most flights in the regulation have slots allocated already; additional delays will increase significantly
- To limit these additional delays, the flight gets the **Late Updater status**, enabling further mitigating measures.
- Mitigating measures specifically **benefitting** Late Updaters include:
 - **pending slots**
 - **hole recovery process**
- ***How will proposed P-DPI Updates affect this ruleset?***

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