



SUPPORTING
EUROPEAN
AVIATION

Main takeaways

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User Forum 2025

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Enhanced planning process and next steps

- Significant preparations took place between NM and the ops stakeholders in view of the Summer 2025 operations; the challenge remain high;
- Commitment on the measures agreed is crucial
- Further work will be required over the coming weeks to further enhance some capacity plans to fully take into account the outcome of the extensive preparation work, to agree on the Summer 2025 measures and strategic scenarios

Pre-tactical planning for Summer 25 including weather

- NMOC presented their summer 25 plan that looks into minimising the impact of weather and lack of capacity through the implementation of a set of a dedicated scenarios and enhancing the pre-tactical planning together with the stakeholders. General agreement by ANSPs and Airlines that NMOC needs to take the lead and apply mitigation measures for WX+ capacity
- Panelists and audience are looking forward to better WX management. Weather specialists will be embedded into the NMOC operation in summer 25.
- ANSPs support enhancing Pretactical processes by increased data flow from FMPs. Airlines are looking for a less volatile network to avoid disturbance to their flight programmes. A good level of planning from NMOC supported by suggestions to avoid delay is expected

Taking advantage of Datalink

- All to further strengthen commitment to deliver the concrete action plan for 2025, emphasising resilience, harmonisation and performance improvements.
- The 2025 preparation essential step toward long-term Datalink evolution. Strengthened monitoring, harmonised CPDLC usage, and improved network resilience will pave the way for the future, including CP1/AF6 implementation, B2 transition and TBO readiness.

The Ballet in the Sky - The importance of discipline with Flight Plans and prioritising First Rotation

- Prioritising first rotation
 - Investing in staffing, resilience in the schedule, reductions of net turnaround delay, leading to reductions in delay. Early arrivals off the first wave departures also leads to issues on the ground.
 - #thinknetwork in your decision making
- Disciplined Flight Plane Execution
 - Related to flying the vertical profile and keeping the EOBT up to date:
 - Potential 5-10% lost capacity in the Network by flights not flying at the last planned levels
 - Potential 10-15% reduction in ATFM delay as a result
- System updates to ensure unrealistic ATFM slots are not given will be trialled to see the benefit of predictability
- Fly what is filed and #thinknetwork!

Ensuring infrastructure resilience

- Infrastructure resilience in the network is an important element to consider in the context of CNS evolution. There should be a common approach to tackle the issues like GNSS RFI, climate change resilience, human resilience, etc. It is also important to ensure relevant information dissemination and sharing between all the parties in the network.
- When working on CNS infrastructure evolution, we need to find an appropriate balance between the legacy ground infrastructure and new space based CNS technologies to ensure that system is efficient and resilient. In this context, the work on designing Minimum Operational Network is something that should be done in a consistent way to ensure the same level of resilience across the network.

Accelerating transformation through technology implementation – iNM update

- iNM is set to accelerate the digital transformation of the European Network technological landscape
- iNM is already in Operations since 15 October 2024 –with EASA Certified Digital Platform (DPLT) on Microsoft Azure Mission Critical Operational Cloud Environment (MCE)
- and 3 applications RAD (Route Availability Document), CAL (Code Allocation List) and DNP(Dynamic Network Plan). Since 28 Nov 2029 we started also the Shadow Operations of eEAD (AIS Data Mgt & Retrieval, D-NOTAM, Legal REC)
- The access to new Digital Products through Multi Factor Authentication will be the major source of impact for the users in the upcoming Waves: 2.0 Minimum Viable Product of eEAD in OPS (ensuring CP1 compliance for European stakeholders), 2.1 – Single Flight Data Base, modernisation of all front ends through NMUI and 2.2 Full eEAD in OPS. Support for onboarding the users to MFA will be available from EUROCONTROL to ensure a smooth transition.



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Thank you!

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