

DFPE - Disciplined Flight Plan Execution

Vertical



#thinkNetwork

DISCIPLINED FLIGHT PLAN EXECUTION

1st June – 31st August 2024

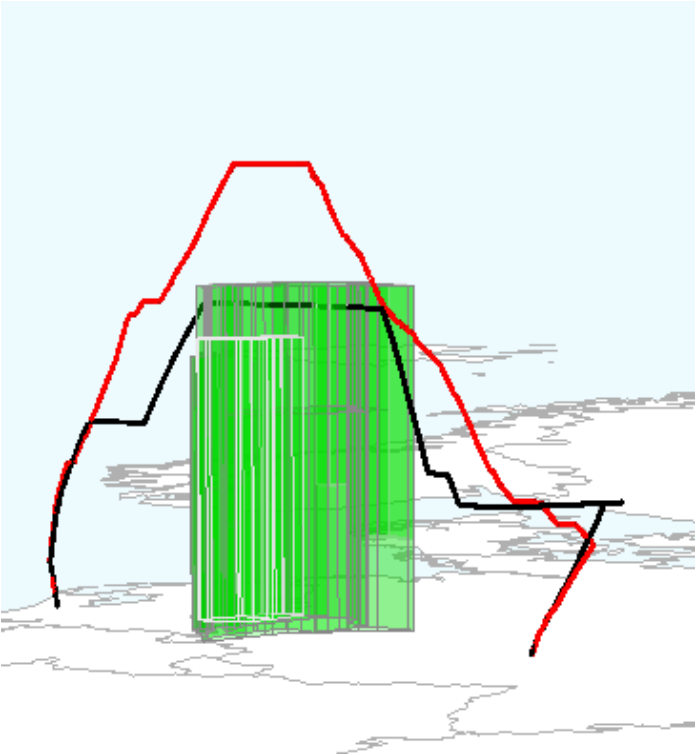
593,913 vertical non-adherences, of which:

216,133 were **planned but absent** in regulated airspace – **2,350 lost 'slots' per day**

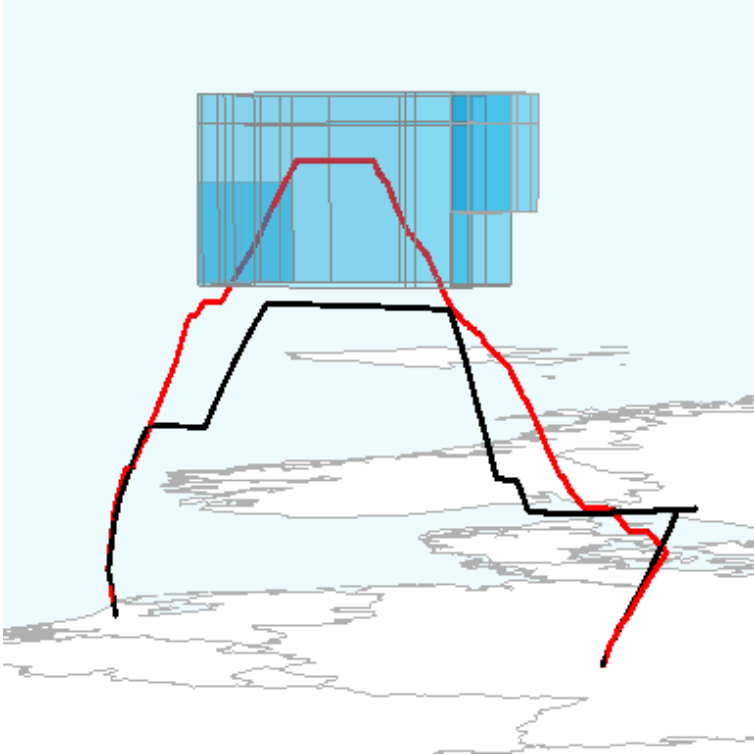
377,780 were **unplanned entries** into regulated airspace – **4,106 additional flights**
into regulations per day.

*Of the total vertical non-adherences, **over half** occurred **without any effect of weather regulations** (324,134)*

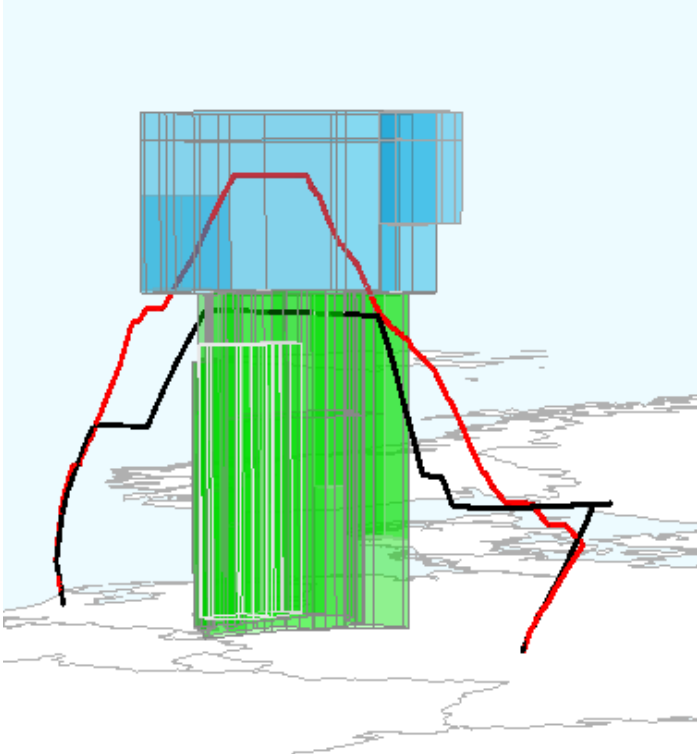
DFPE – why it matters



Planned But Absent



Unplanned Entry



Double Capacity loss?

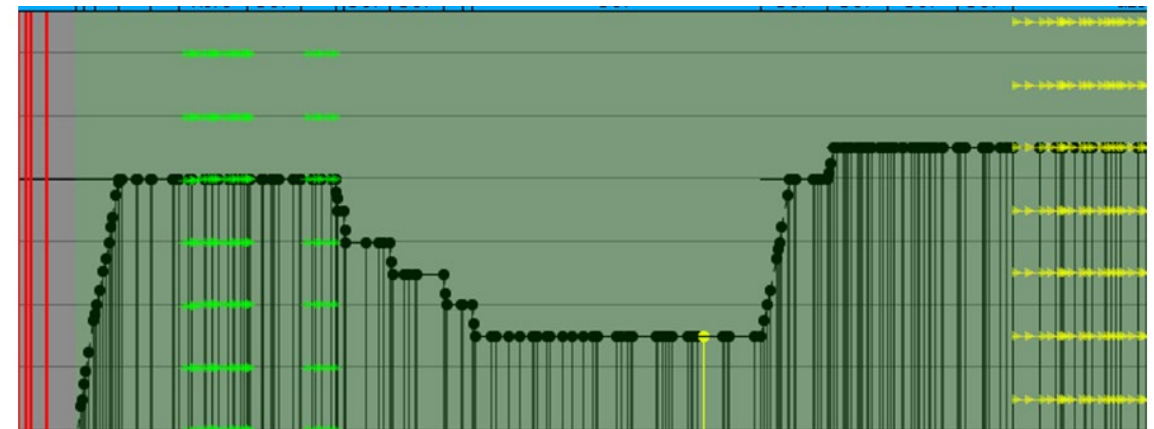
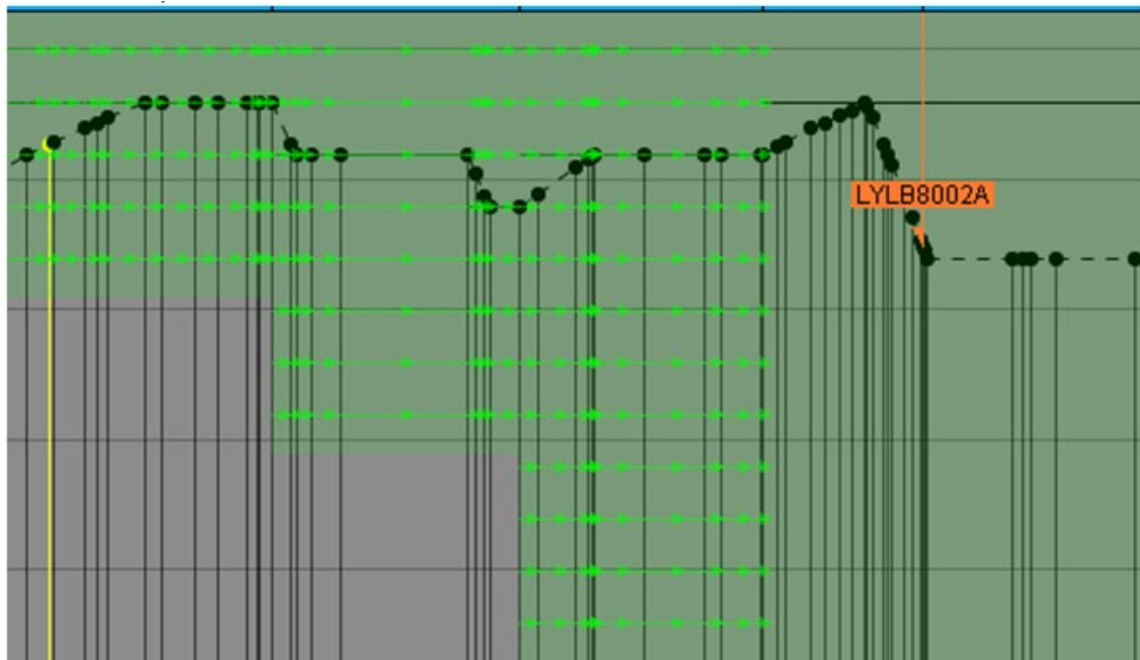
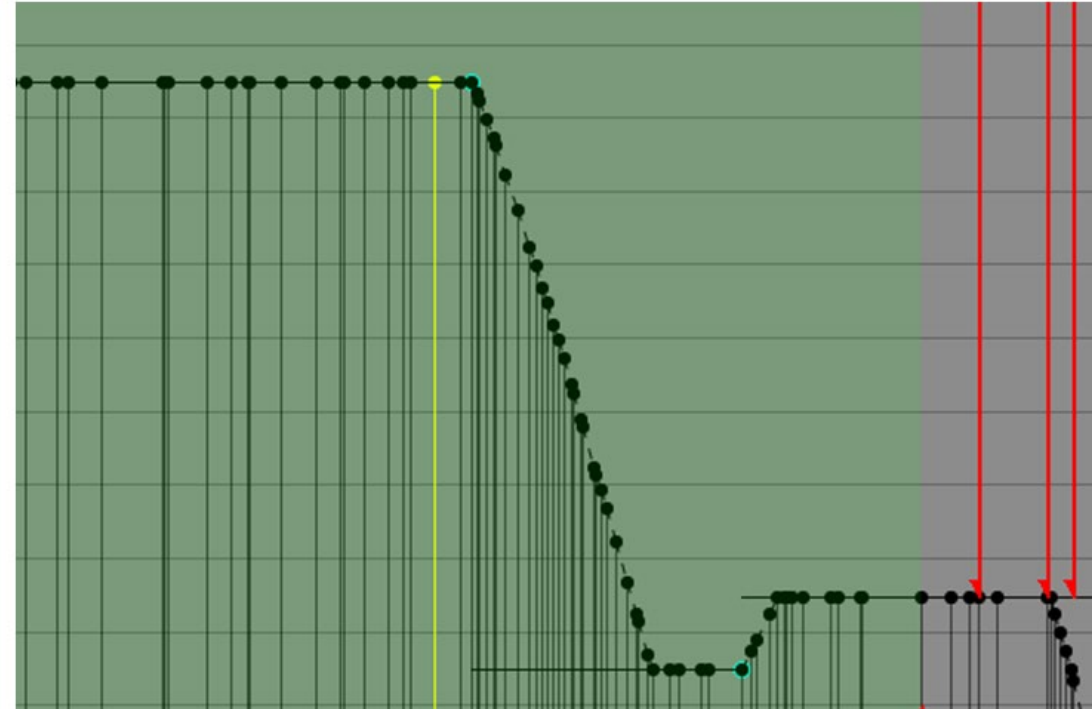
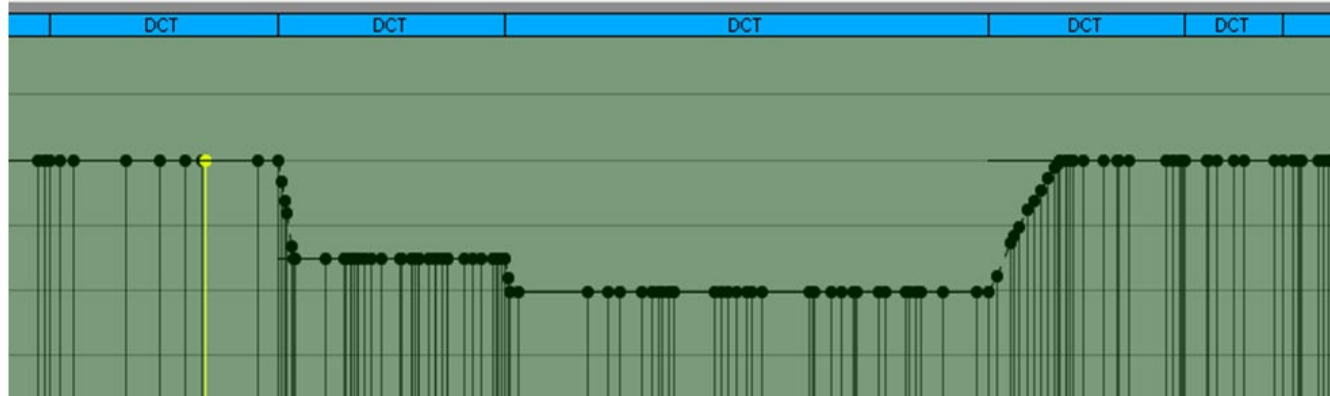
— Planned Trajectory
— Actual Trajectory

■ ANSP 2
■ ANSP 1

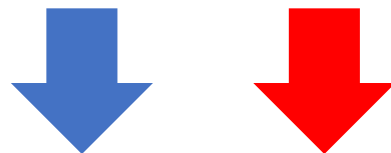
Definitions for today!

- **Unplanned Entry** = *when an aircraft flies into a regulated airspace volume which it was not on its last filed flight plan (=additional load)*
- **Planned but absent** = *when an aircraft does not fly through regulated airspace for which it was planned to do so on its last filed flight plan (=lost capacity)*
- **Over Delivery** = more traffic than set by the “rate” in a regulation
e.g. 40 aircraft per hour regulation, but 45 aircraft turn up
- **Over Load** = a situation where a controller is overloaded
– it may or may not be caused purely by the number of aircraft
- **Over Count** = where unregulated airspace has more traffic than the nominal monitoring value

Everyday Vertical DFPE...



Everyday...

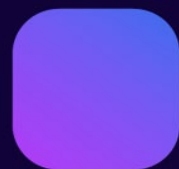


ATFM Delay	Planned TOP FL	Actual TOP FL	Act. - planned	LOBT
0	280	360	80	10-20-2024 8:20:00 PM
0	280	340	60	10-20-2024 7:00:00 AM
0	280	380	100	10-19-2024 9:20:00 PM
0	280	320	40	10-19-2024 12:15:00 PM
0	280	340	60	10-18-2024 6:35:00 PM
0	280	380	100	10-18-2024 1:15:00 PM
0	280	380	100	10-18-2024 11:10:00 AM
0	280	380	100	10-17-2024 8:55:00 PM
0	295	350	55	10-17-2024 11:15:00 AM
0	320	360	40	10-17-2024 10:50:00 AM
0	280	340	60	10-16-2024 3:25:00 PM
0	340	380	40	10-15-2024 3:30:00 PM
0	280	380	100	10-15-2024 5:35:00 AM
0	260	340	80	10-13-2024 7:25:00 PM
3	280	380	100	10-12-2024 9:20:00 PM
0	280	380	100	10-12-2024 12:15:00 PM
0	280	380	100	10-11-2024 6:35:00 PM

What could this mean in real terms?

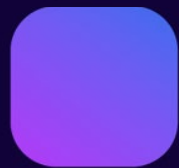
Simulation undertaken on Non-Weather Days

What is saved, if the flights operate at the planned level?



10-15%

Delay could be saved in some ACCs.



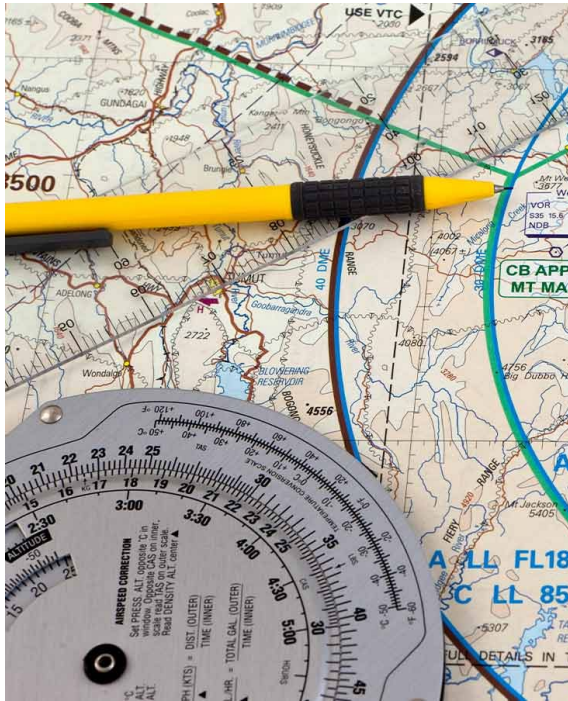
5-10%

Network wide reduction in delay on non-weather days

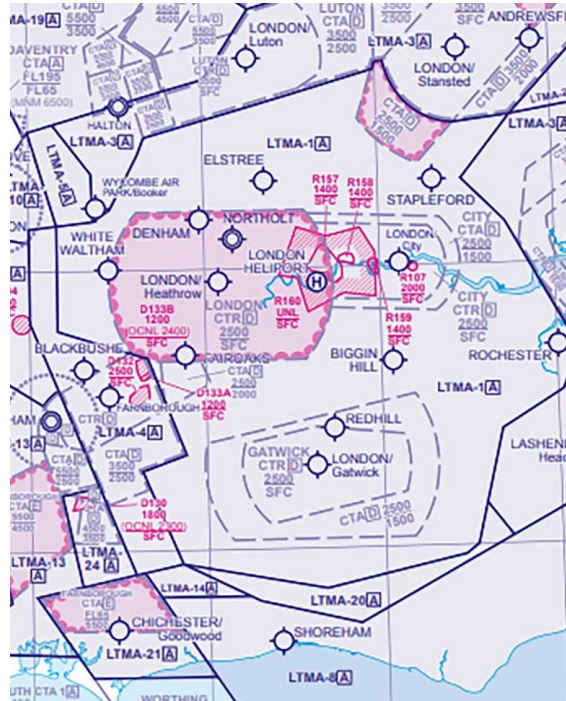
Air Traffic Flow Management as Safety Barrier

- In 2024 – **75% of regulated hours** had “over deliveries” of traffic
 - Of these “over deliveries” **94% had unplanned entries**

Observed causes of deviations



Flight Planning
30%



Airspace Structure
20%



Aircraft Performance
20%



ATC-Pilot Interaction
30%

Panel – Disciplined Flight Plan Execution



#thinkNetwork