



Network Manager
nominated by
the European Commission



Regional ATFM in Europe

Brian Flynn

Head of Performance, Forecast, Relations - Network Manager - EUROCONTROL

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Regional ATFM in Europe

- **From Local to regional collaboration**
- **Additional Functions**
- **More than ATFM – Capacity optimisation and flight efficiency**
- **Connecting the network and sharing data**
- **Crisis and disruption management**

- **From regional to global**

20 years ago this year it all started

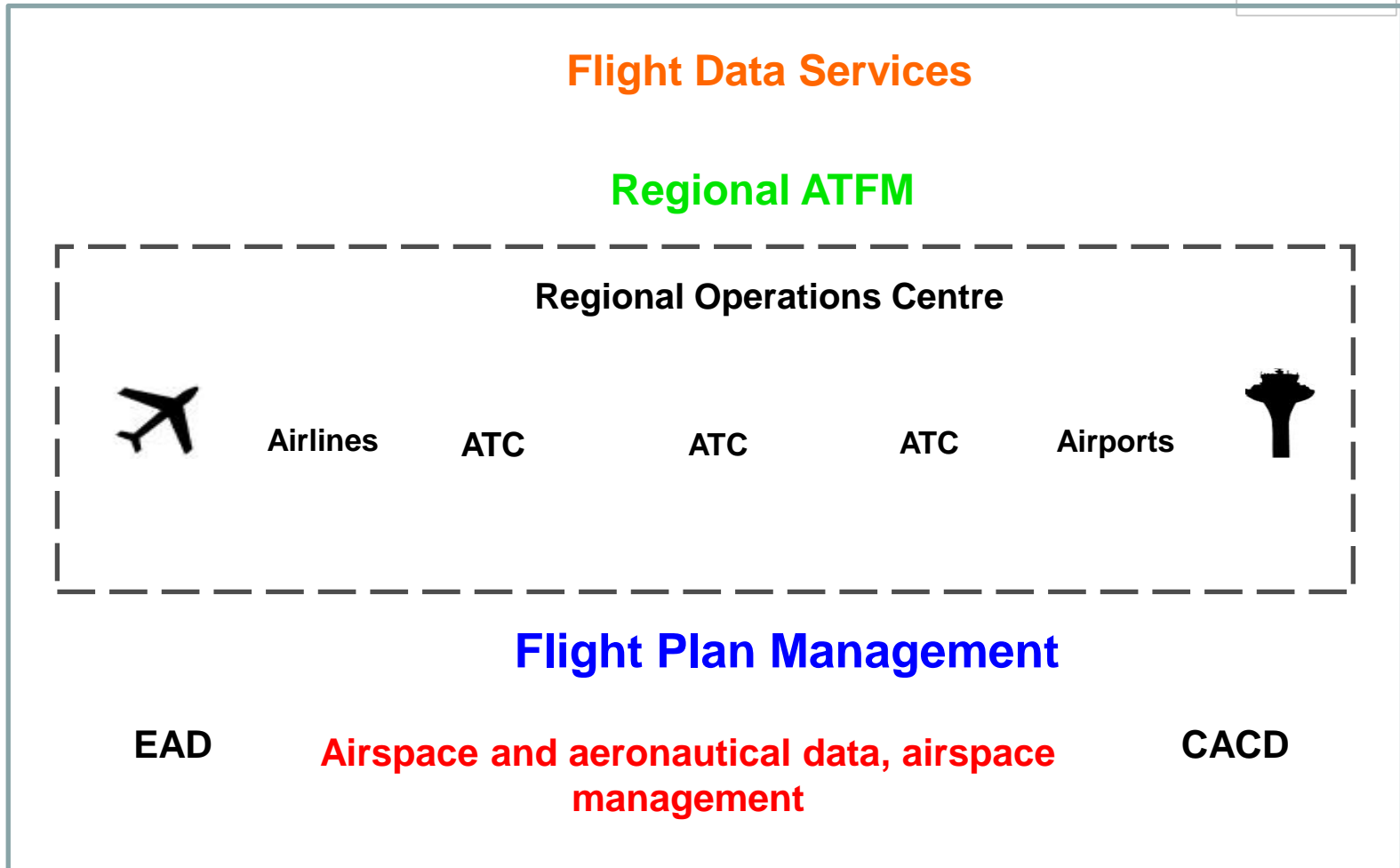
- Late 1980s Serious delays airports and en-route
 - Local ATFM unable to cope
 - Political decision to create CFMU > ATFM + IFPS
- **1995 CFMU operational with 6 states**
- 1996 All EUROCONTROL states participating
- 1997 Flexible Use of Airspace
- 2002 ETFMS: Surveillance data in ATFM
- 2006: Network Operations Concept
- 2011: CFMU becomes Network Manager



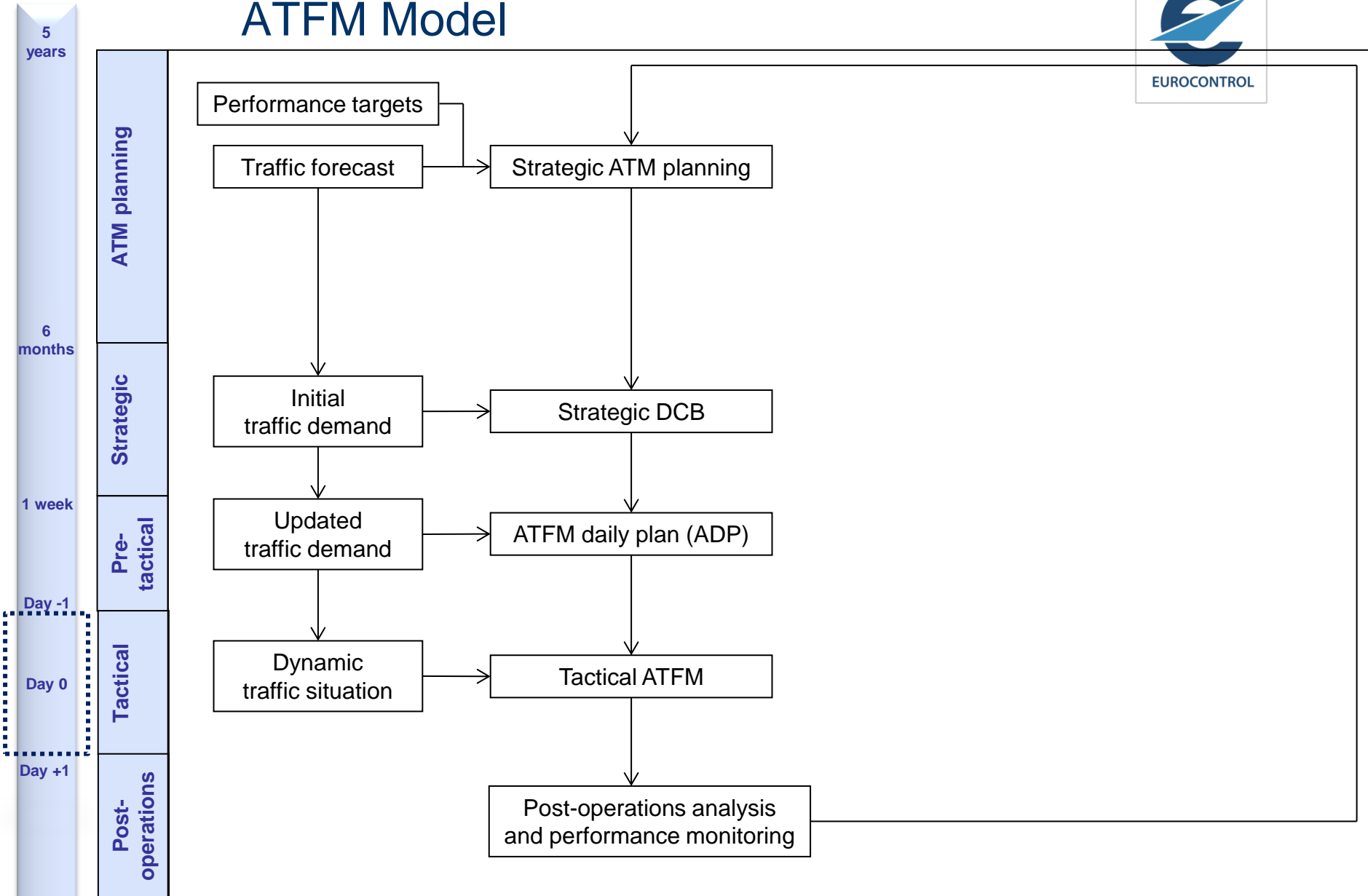
Unique collaboration of all ATM stakeholders



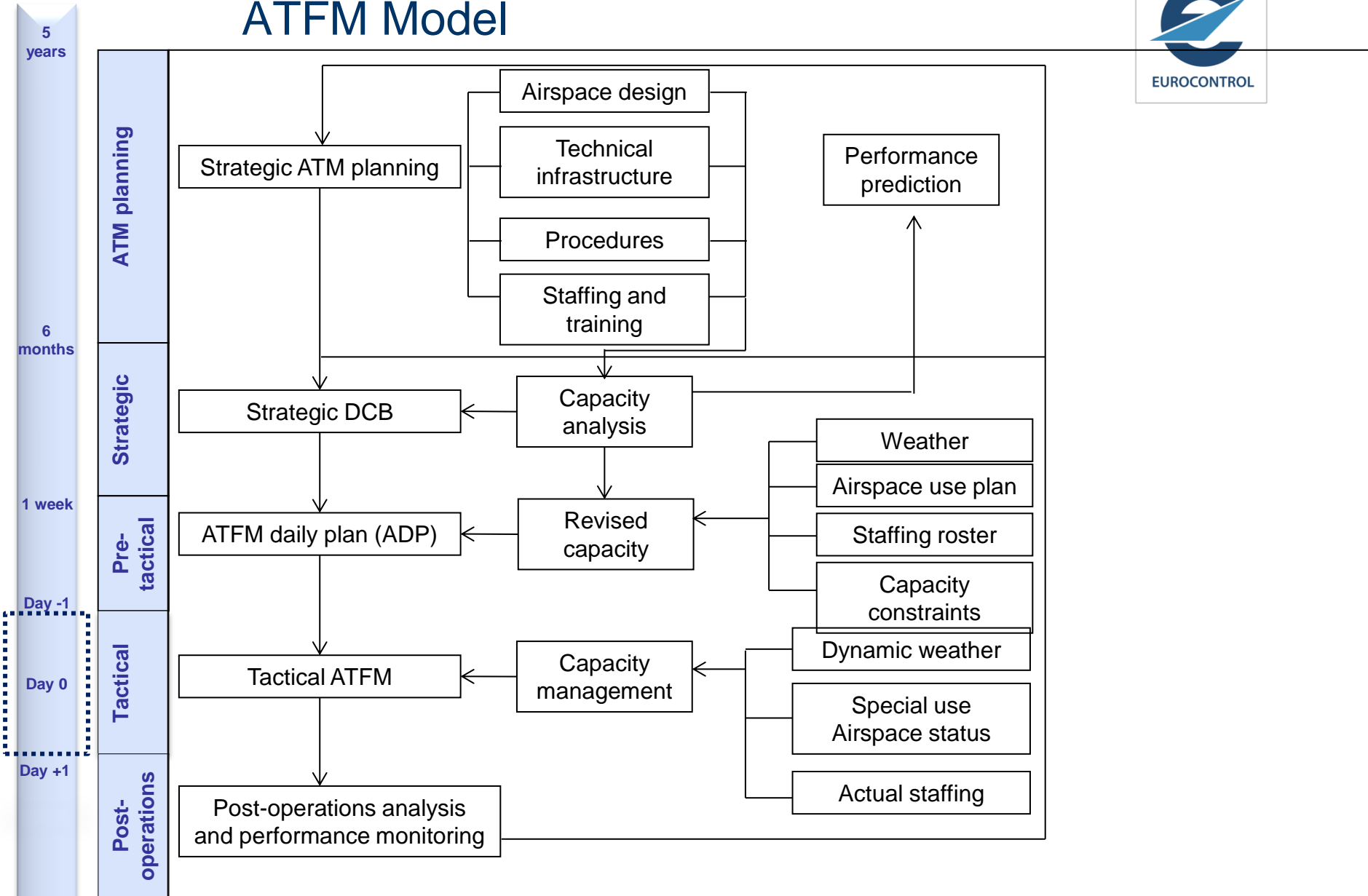
The Network Operations Concept



ATFM Model



ATFM Model

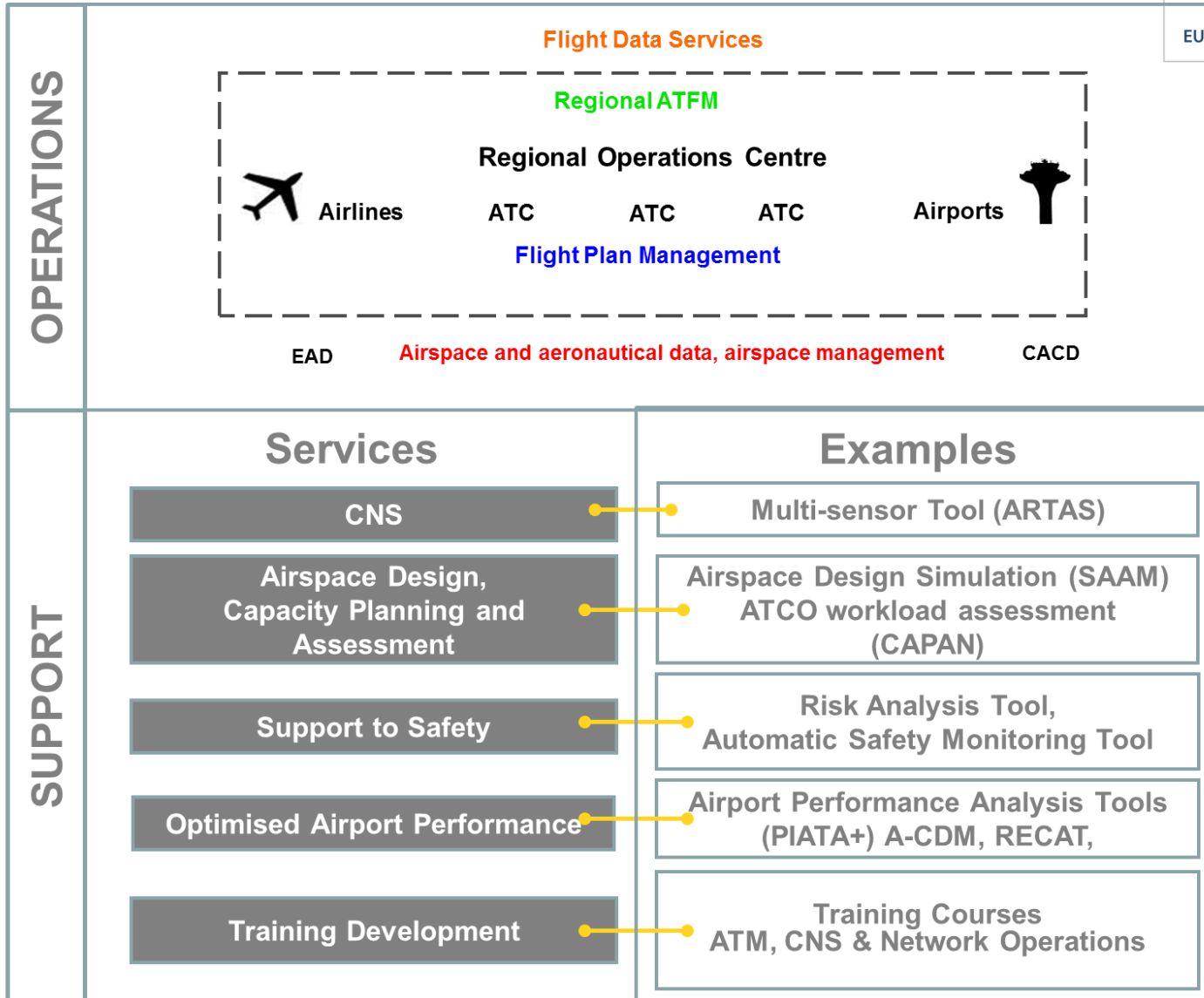


Much more than an ATFM system

- **OPTICON** : optimum sector configuration application
- **PATHFINDER** : easy to find alternative route using the Map
- **NIA**: Network Impact assessment - analyses the potential impact of any ATFM measure.
- **GRRT**: group rerouting tool offering latest available more efficient routes
- **SIMEX**: Stand alone simulation tool.
- **METEO updates**: 4 times in 24 hrs
- **NOP portal**: interactive information tool
- **E-Helpdesk**: pc to pc help desk allowing much better and faster management of the queries from customers.
- **ATFCM situation display**: shows at any moment ATFM situation in Europe.
- **Flight List**: all partners can retrieve and display detailed information on any flight, airspace, ATFM restriction

Problems and issues

- Accurate capacity data – Full, timely, honest, buffers
- Clear lines of authority – local vs network
- Balance between AO and ANSP needs: late sector restrictions
- AO intentions: not communicated early enough. CDM must improve
- Capacity assessment and airspace design – link planning, simulations (computer and real-time) into ATFM
- End user HMI - misunderstanding of the data content
- Interoperability
- Standardisation
- Training



The balancing act



Optimise use of capacity



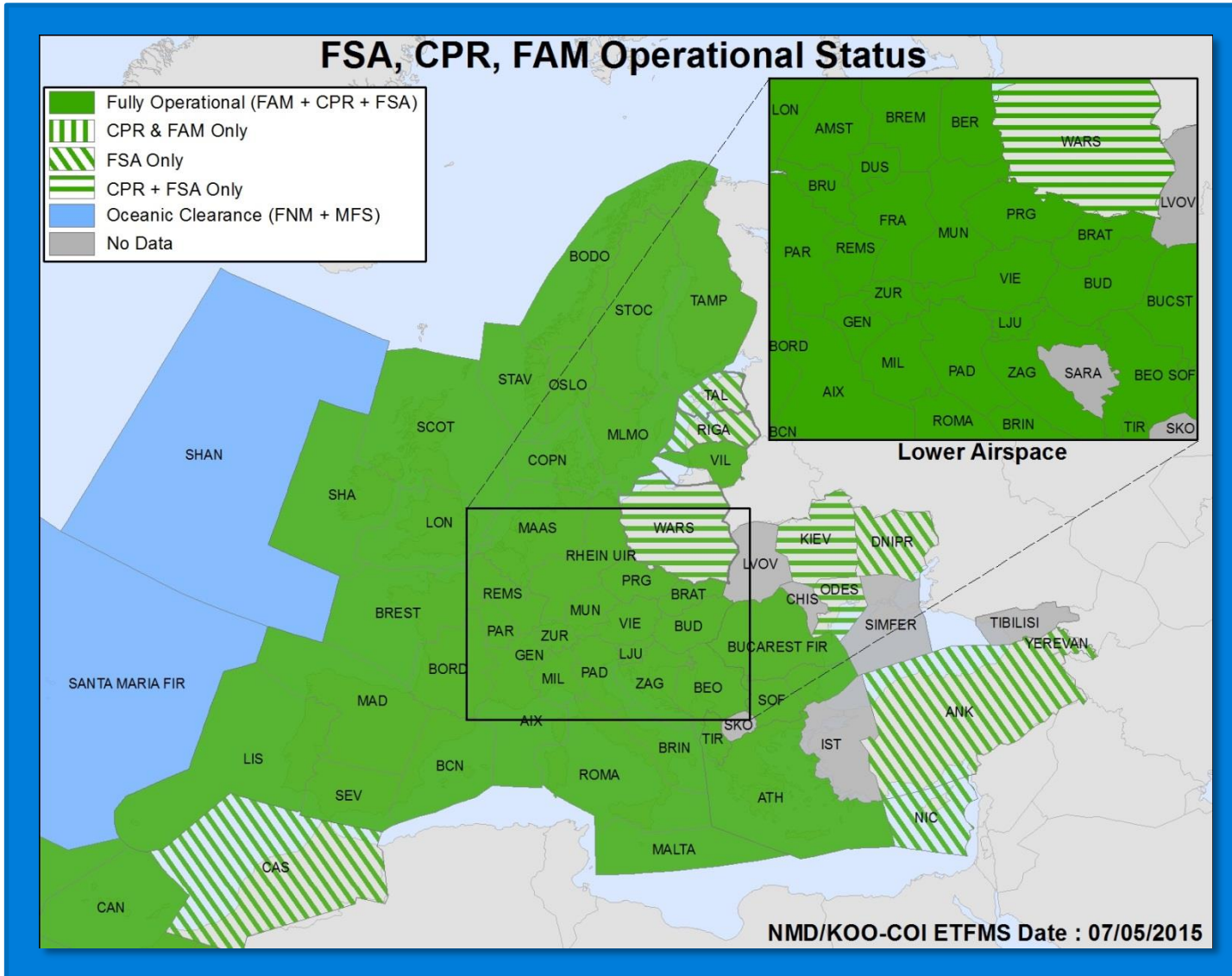
Manage environment effects



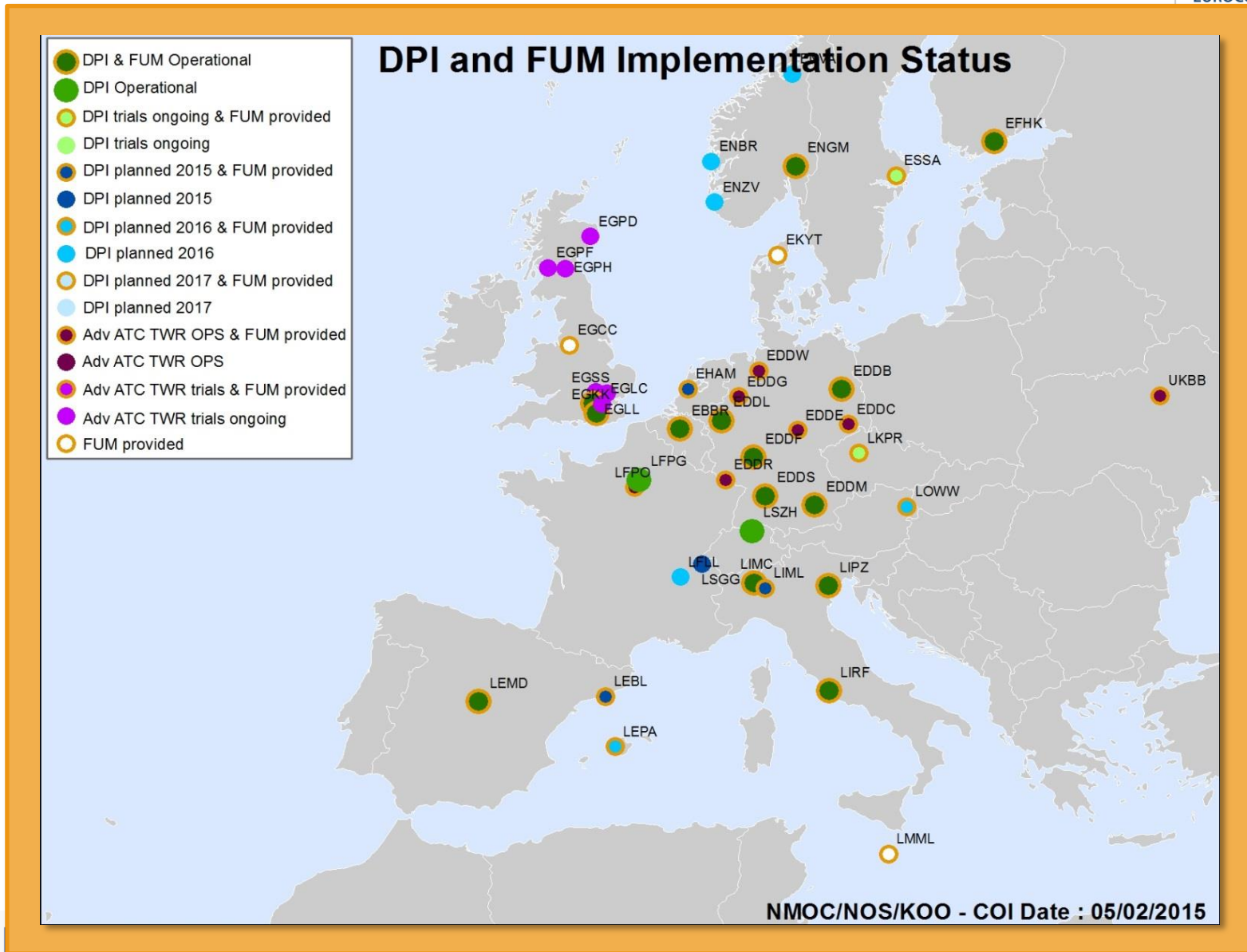
Partnership: ATFM - ATS providers - Aircraft operators

Safe, orderly and expeditious

Reception of activation and surveillance data



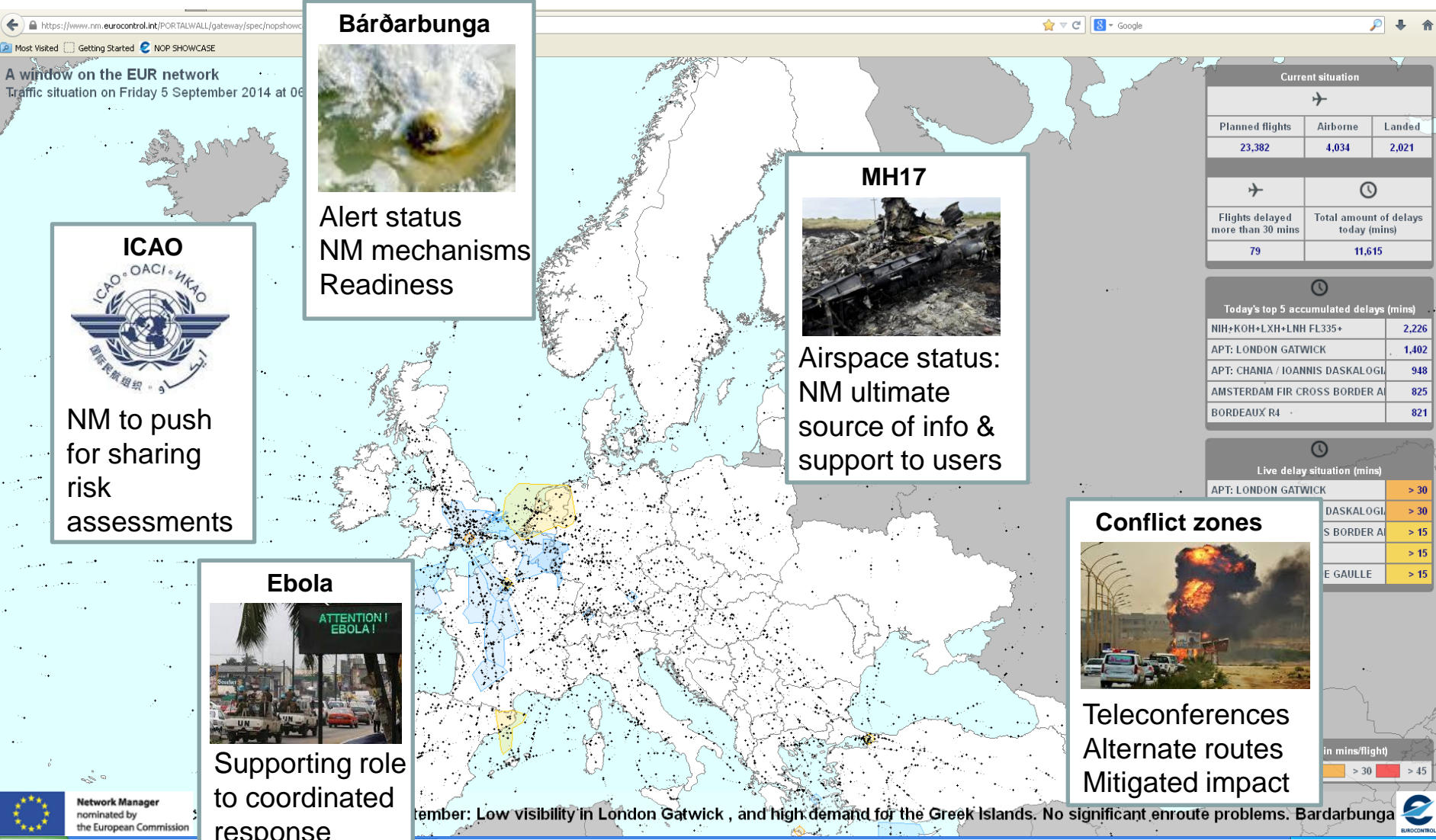
Connecting the airports and the network



The Network Manager: 24/7 actor in coordinating & managing response to crisis affecting aviation in Europe



EACCC: NM, EC, EASA, EU Presidency, AO, ANSP, Airports, Military and 40 State Focal Points



Role of the European Crisis Coordination Cell

Jointly established by the European Commission (EC) and EUROCONTROL.

Coordinates the management of crisis response in the European ATM network.

Network disruptions management procedures.

Main role is to **support coordination of the response to network crisis situations** impacting adversely on aviation, **in close cooperation with corresponding structures in States.**

- Propose measures and take initiatives to coordinate a response to crisis situations
- Acquire and share information with the aviation community (decision makers, airspace users and service providers) in a timely manner.
- **Share information**
- **Link national contingency plans with those established at the network level,**
- **Coordinate a response and mitigation actions**

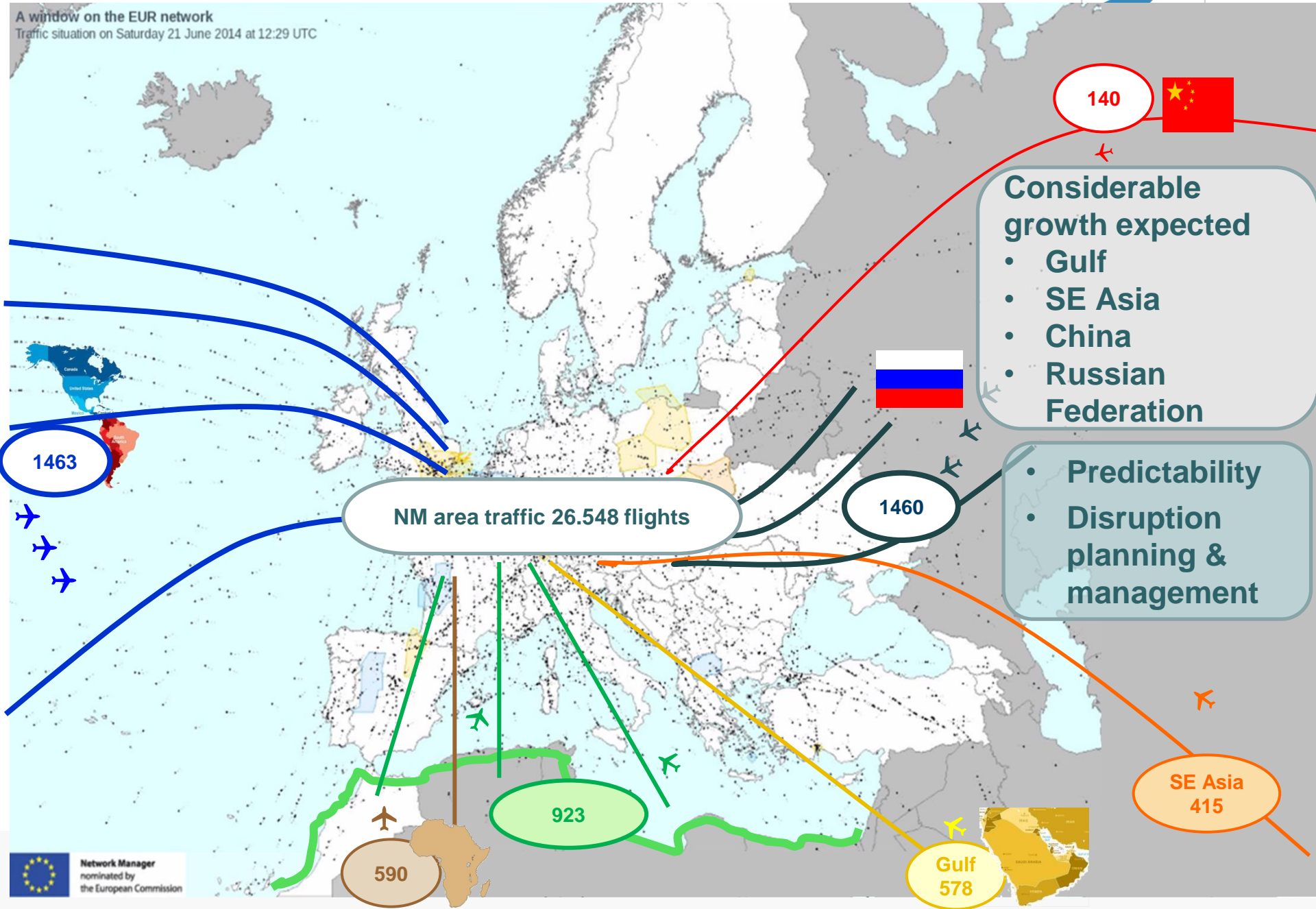
In order to establish a consistent approach across Europe.

Composition: representatives of EU, EC, EASA, EUROCONTROL, military, ANSPs, Airports & AU. May be augmented on a case-by-case basis by experts, depending on the specific nature of the event.

The Global dimension



A window on the EUR network
Traffic situation on Saturday 21 June 2014 at 12:29 UTC



Considerable growth expected

- Gulf
- SE Asia
- China
- Russian Federation

- Predictability
- Disruption planning & management

The vision for Global ATFM

A set of interlinked operational ATFM regions



The key to predictability – Local to Regional to Global – Interoperable - Sharing

Surveillance and flight data updates – Radar, ADSB, ACARS....



Local, regional and cross regional ATFM Measures



Traffic Demand: Schedules, flight plans



“Supply” information: Capacities, Events, Weather, Disruptions



Airspace Digital Infrastructure: Airports, points, routes, FIR, ACC, sectors

