FCM09 — Enhanced ATFM Slot Swapping

Download Progress Report

In today operations, air traffic flow management (ATFM) slot swapping allows airspace users (AUs) to request to the Network Manager (NM) a rearrangement of their own flights subject to a regulation in order to better suit their needs. However the current process has some limitations and the AUs requests for rearrangement of their flights to NM cannot be always accommodated.

The enhanced ATFM slot swapping improves the slot swapping currently used by airspace users, by allowing the function to be extended within the same group of airlines/operators (i.e. an alliance), by re-prioritising their flights during the pre-tactical part of operations.

The enhanced slot swapping increases flexibility for airspace users; within the same group of airlines (alliance) and provides a wider range of possibilities, by facilitating the identification of possible swaps for a regulated flight and by reducing the rate of rejection of swap request by refining current processes.

The Network Management function will supervise the swapping or changing of flight priority requests.

NOTE 1: The airport operators are not directly involved in the implementation of the objective. However, there are indirect links through the provision of slot change information to them, via A-CDM process.

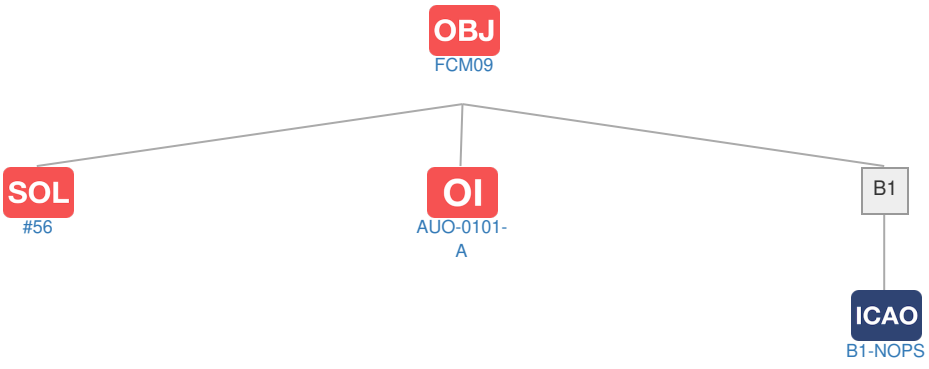
NOTE 2: This objective is related to the OI Step AUO-0101-A, but it does not cover the full scope of the OI. It is only addressing a first phase, related to the extension of slot swapping within the same alliance of airlines. The full deployment of the OI is not currently planned.

NOTE 3: The ATFM slot swapping is a feature to be implemented only by the NM and by the airspace users with no intervention from the ANSPs. Therefore the implementation is not associated to a geographical applicability area.

Edition	2022
Stakeholders	Airspace Users / Network Manager
Type	SESAR
Scope	ECAC+
Status	Achieved

Context

Related Elements



Applicability Area(s) and Timescales

Applicability Area:

Timescales	From	By	Applicable to
Initial operational capability	01-01-2016	-	
Full operational capability	-	31-12-2021	

Links to ATM Master Plan Level 2

OI Operational Improvment Steps

Code	Title	IOC	FOC	Related Elements
AUO-0101-A	Enhanced ATFM Slot Swapping	31-12-2017	31-12-2025	SOL OI EN OBJ DS ICAO

SOL Links to SESAR Solutions

Code	Title	Program	Related Elements
#56	Enhanced ATFM Slot Swapping	SESAR1	SOL OI OBJ DS EOC ICAO

PCP Links to PCP ATM Sub-Functionalities

Code	Title	Related Elements
No record found		

ICAO ICAO Block Modules

Designator	Title	Related Elements
B1		
B1-NOPS	Enhanced Flow Performance through Network Operational Planning	SOL OI OBJ PCP

References

Applicable legislation
None
Applicable ICAO Annexes and other references
None
Deployment Programme 2022
-
Operating Environments
Network

Expected Performance Benefits

Safety	-
Capacity	Maximisation of throughput during period of constrained capacity.
Operational efficiency	Airspace users can choose which of their flights to prioritise for operational reasons. Airlines save costs with each slot swap that is executed.
Cost efficiency	-
Environment	-
Security	-

Stakeholder Lines of Action

Code	Title	From	By	Related Enablers
USE01	Upgrade the Flight Operations Centre (FOC) interface	01-01-2016	31-12-2021	EN
USE02	Train the personnel	01-01-2016	31-12-2021	
NM01	Upgrade the NM systems and develop the associated procedures	01-01-2016	31-12-2017	

Supporting Material

Title	Related SLoAs
SJU - SESAR Solution 56: Data Pack for Enhanced ATFM Slot Swapping http://www.sesarju.eu/sesar-solutions/optimised-atm-network-services/enhanced-air-traffic-flow-management-atfm-slot	NM01, USE01, USE02

Consultation & Approval

Working Arrangement in charge	NETOPS
Outline description approved in	-
Latest objective review at expert level	05/2016
Commitment Decision Body	Provisional Council (PC)
Objective approved/endorsed in	09/2016
Latest change to objective approved/endorsed in	-