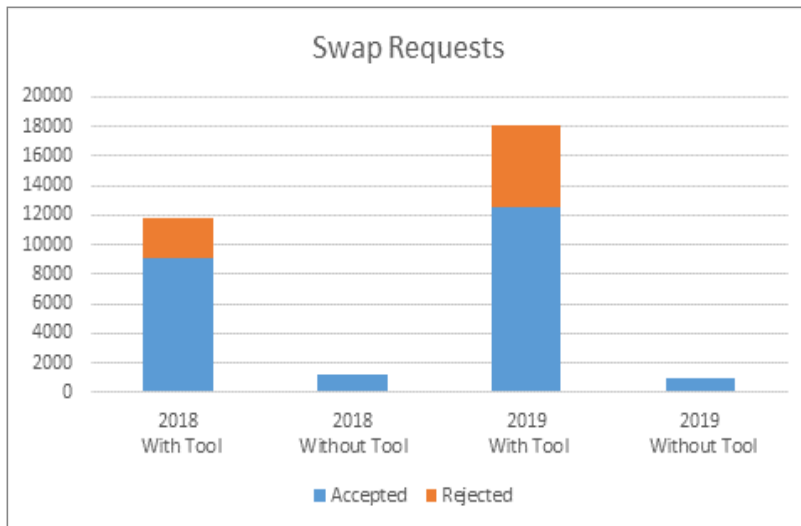


ATM interconnected network	<h2>Solution #56 Enhanced ATFM Slot swapping</h2>		
	FCM09	Enhanced ATFM Slot swapping	
Stakeholders	Airspace Users NM	Expected Benefits	Capacity Operational efficiency Cost efficiency Safety Environment Security
FOC	31/12/2021	OI Steps / Enablers	AUO-0101-A
Estimated achievement	31/12/2021	CP1 AF & SDP Family	-
Status	Achieved	ICAO ASBU	NOPS-B1/7
Completion Rate Evolution (%)		Progress among non-Completed Countries	
Not Applicable Objective only relevant for the NM and Airspace Users		Not Applicable Objective only relevant for the NM and Airspace Users	



- This objective involves the NM and the Airspace Users during ATFM constrained situations - in practice slot swapping facilitates the Airspace User to balance the priorities of flights subject to the same ATFM regulation.
- The ATFM tactical phase facility offered by the NMOC was integrated into the NM system to provide airlines and airline groups with better visibility to identify slot-swap candidates; and an easier HMI and a B2B interface to request these to NMOC.
- This basic objective can be considered as finalised by NM, while AUs and more particular CFSPs need to adapt their systems and operating procedures for its full implementation. It is therefore recommended to consider the objective as “Achieved”.
- NM has deployed the multi-swap capability procedures, but multi-swap automation is considered outside of the scope of FCM09.
- Advanced functionalities concerning NM automated responses and automated multi-swap capabilities are in the pipeline and are mostly related to improvements of NM B2B services and interfaces between ETFMS IDAP and E-help desk. Further automation on AU and CFSPs side will be recommended in due course.