



Network Manager
nominated by
the European Commission

ICAO ATFM Global Symposium November 2017

ATFM and Contingency Day 2 11h00

Brian FLYNN
Head Network Management Operations
NM Directorate
EUROCONTROL



The Network Manager 24/7 actor in coordinating & managing response to disruptions & crises affecting aviation in Euro

NOP Showcase

https://www.nm.eurocontrol.int/PORTALWALL/gateway/spec/hopshowcase.html?panelType=NM_OPS

Most Visited Getting Started NOP SHOWCASE

ICAO

NM hosts EUR info sharing risk assessments at worldwide level

Volcanic eruptions

Alert status
NM mechanisms
Readiness

MH17

Airspace status:
NM ultimate source of info & support to users

Terrorist attacks

Airport status & coordinated response

Conflict zones

Teleconferences
Alternate routes
Mitigated impact

Current situation

| Planned flights | Airborne | Landed |
|-----------------|----------|--------|
| 23,382 | 4,034 | 2,021 |

| Flights delayed more than 30 mins | Total amount of delays today (mins) |
|-----------------------------------|-------------------------------------|
| 79 | 11,615 |

Today's top 5 accumulated delays (mins)

| | |
|---------------------------------|-------|
| NIH+KOH+LXH+LNH FL335+ | 2,226 |
| APT: LONDON GATWICK | 1,402 |
| APT: CHANIA / IOANNIS DASKALOGI | 948 |
| AMSTERDAM FIR CROSS BORDER A | 825 |
| BORDEAUX R4 | 821 |

Live delay situation (mins)

| | |
|---------------------------------|------|
| APT: LONDON GATWICK | > 30 |
| APT: CHANIA / IOANNIS DASKALOGI | > 30 |
| AMSTERDAM FIR CROSS BORDER A | > 15 |
| IS CHARLES DE GAULLE | > 15 |

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London Gatwick, and high demand for the Greek Islands

From disruption to crisis



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Crisis

Major disruption

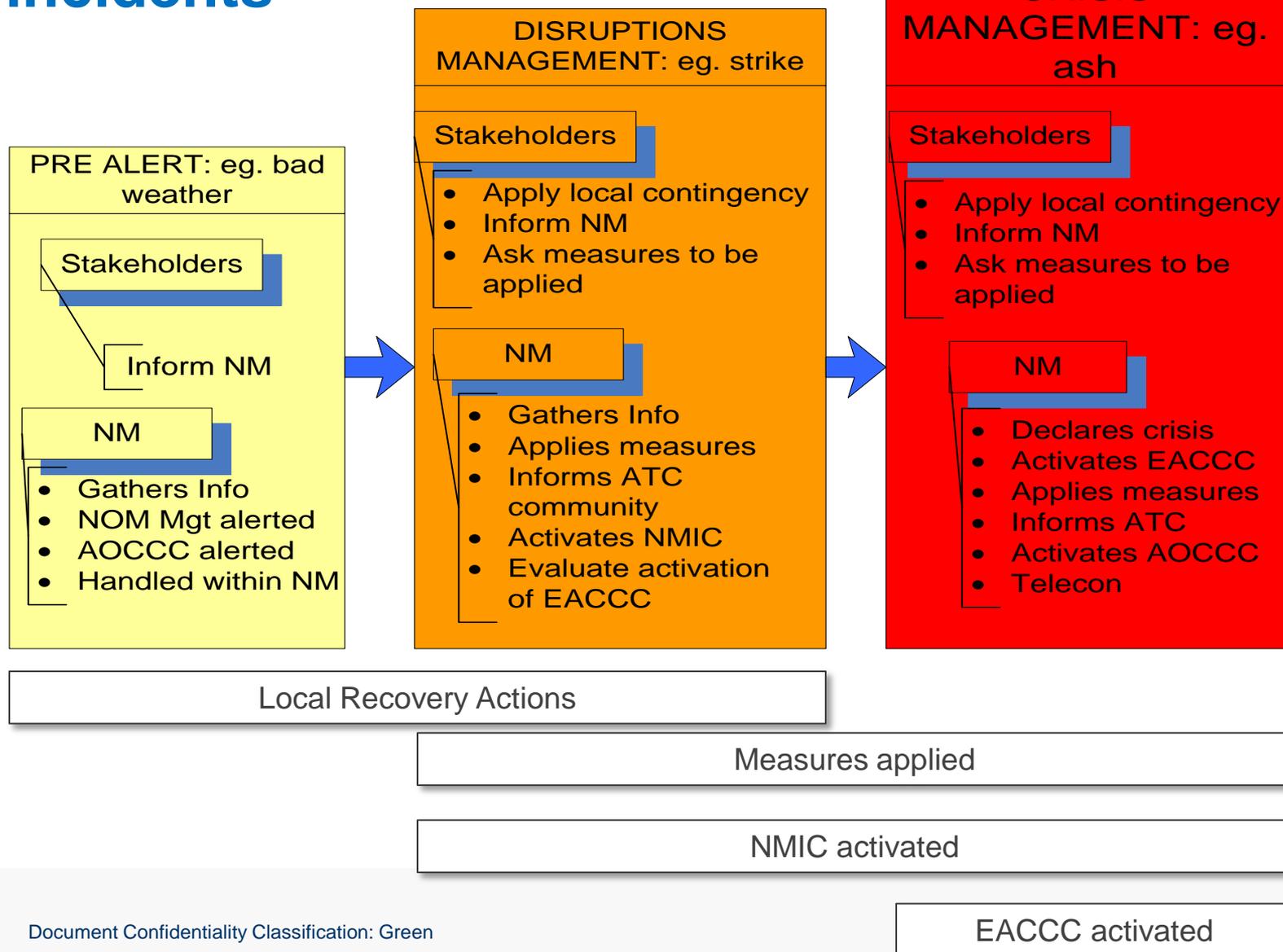
Day-to-day ops

Political level

Senior ops
management

Disruption
normal ops

Phases of Operations – External incidents



Types of Crises

- Volcanic ash dispersion
- Nuclear emissions dispersion
- War
- Hazardous chemicals dispersion
- Fire
- Security threats (terrorism)
- Airborne spread of diseases
- Pandemic
- Major failure of a pan-European function
- Industrial action or unavailability of a major or several ANSPs
- Massive cyber attacks
- Major meteorological problems
- Lack of fuel in Europe
- ...

Major disruptions and crisis management



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- Mitigate impact of airspace, airport unavailability and coordinate response
- Support in finding alternative solutions
- Interpret and focalise crisis situations and impact on region
- Involvement\advice to state focal points in crisis situations
- Sharing risk assessments

Network Manager's role in European Crisis Management



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During crisis:

- NM, with the support of EACCC, will coordinate the response, mitigate the impact, and escalate issues to appropriate bodies.
- EACCC composition shall be extended to include impacted States' representatives and other operational contacts where necessary
- The State Focal Points will be the link between their respective local Crisis Structures and the EACCC.

During normal times:

- NM will lead and coordinate the follow-up actions/lessons-learned stemming from previous crises.
- EACCC members shall provide feedback concerning these actions to NM.
- NM and EACCC will plan and conduct exercises.

Complementing ICAO and European activities on **Aviation Risks due Conflict Zones**



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Key areas

- Ensuring sharing of relevant information
- Assessment of risk locally and regionally

Network Manager

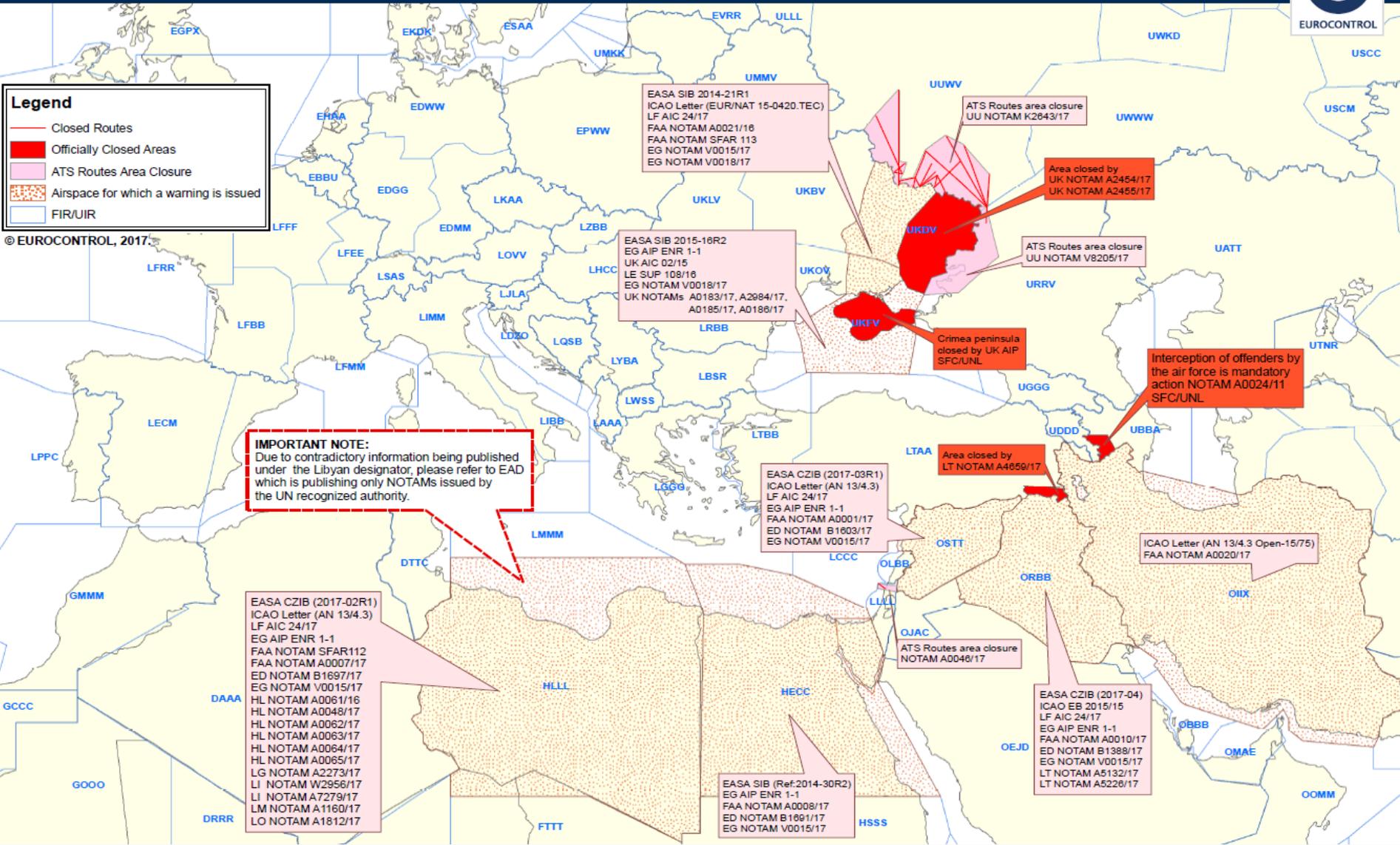
- Operational input on context
- Flight Plan processing
- Up-to-date situation picture with online Closure and Warnings Map for Europe and beyond
- Providing AUs with an interpretation of complex network situations
- Monitoring of network operations
- Ability to react in real time



Legend

- Closed Routes
- Officially Closed Areas
- ATS Routes Area Closure
- Airspace for which a warning is issued
- FIR/UIR

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IMPORTANT NOTE:
Due to contradictory information being published under the Libyan designator, please refer to EAD which is publishing only NOTAMs issued by the UN recognized authority.

EASA SIB 2014-21R1
ICAO Letter (EUR/NAT 15-0420.TEC)
LF AIC 24/17
FAA NOTAM A0021/16
FAA NOTAM SFAR 113
EG NOTAM V0015/17
EG NOTAM V0018/17

EASA SIB 2015-16R2
EG AIP ENR 1-1
UK AIC 02/15
LE SUP 108/16
EG NOTAM V0018/17
UK NOTAMs A0183/17, A2984/17,
A0185/17, A0186/17

EASA CZIB (2017-03R1)
ICAO Letter (AN 13/4.3)
LF AIC 24/17
EG AIP ENR 1-1
FAA NOTAM A0001/17
ED NOTAM B1603/17
EG NOTAM V0015/17

EASA CZIB (2017-02R1)
ICAO Letter (AN 13/4.3)
LF AIC 24/17
EG AIP ENR 1-1
FAA NOTAM SFAR112
FAA NOTAM A0007/17
ED NOTAM B1697/17
EG NOTAM V0015/17
HL NOTAM A0061/16
HL NOTAM A0048/17
HL NOTAM A0062/17
HL NOTAM A0063/17
HL NOTAM A0064/17
HL NOTAM A0065/17
LG NOTAM A2273/17
LI NOTAM W2956/17
LI NOTAM A7279/17
LM NOTAM A1160/17
LO NOTAM A1812/17

EASA SIB (Ref:2014-30R2)
EG AIP ENR 1-1
FAA NOTAM A0008/17
ED NOTAM B1691/17
EG NOTAM V0015/17

EASA CZIB (2017-04)
ICAO EB 2015/15
LF AIC 24/17
EG AIP ENR 1-1
FAA NOTAM A0010/17
ED NOTAM B1388/17
EG NOTAM V0015/17
LT NOTAM A5132/17
LT NOTAM A5226/17

Area closed by
LT NOTAM A4659/17

Crimea peninsula
closed by UK AIP
SFC/UNL

Interception of offenders by
the air force is mandatory
action NOTAM A0024/11
SFC/UNL

Area closed by
UK NOTAM A2454/17
UK NOTAM A2455/17

ATS Routes area closure
UU NOTAM V8205/17

ATS Routes area closure
UU NOTAM K2643/17



ATFM and Contingency

- ATFM Contingency Plan
- ACC Contingency Plans
- Airport Diversion Capabilities



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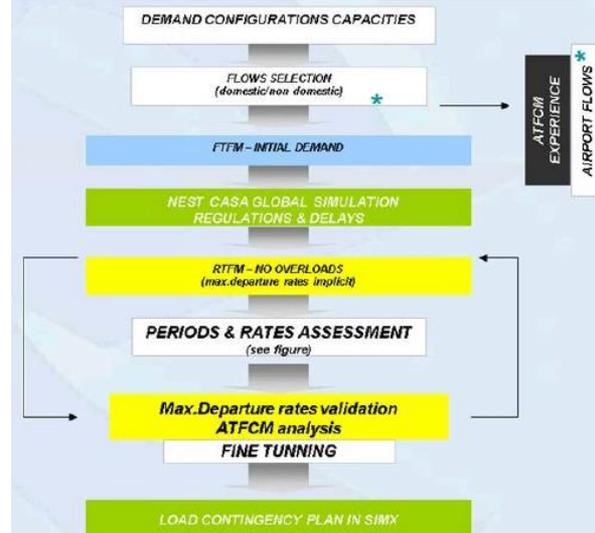


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NM PROCEDURAL CONTINGENCY PLAN

Network Manager



LFBB FMP OPERATING INSTRUCTION 01/08/2017

| OCCURRENCE | INITIAL ACTION | | | | RECOVERY | |
|------------------------|----------------|---|---|---|--|--|
| | AFFECTED AREA | CONTINGENCY MEASURE | TFV TO BE USED | RATE | ACTIONS | RATE |
| Evacuation of the ACC | LFBB ACC | All traffic transferred to adj ATC units. Stop all Dep. traffic | LFBBDX | 0/60 | Coordination with the following partners when situation resume to normal : - Neighbouring FMP (LFRR, LFFF, LFMM, LECM, LECB) - French AMC - local CMCC and relevant DCC | Stepwise increase from reduced rate to standard monitoring rates : 0%, 33%, 50%, 75%, 100% |
| Radar failure | LFBB ACC | 1) If emergency back-up system OK 2) If emergency back-up system failure | According to the configuration sent by LFBBFMP | 1) Capacities reduced up to 50% 2) Capacities reduced by 75% | | |
| Ground and R/T failure | LFBB ACC | 1) Tuned config Use of emergency radio back-up system. 2) If emerg. system failure ACC closure | 1) According to the configuration sent by LFBBFMP | 1) Capacities reduced up to 50% | | |
| R/T failure | | | 2) LFBBDX | 2) 0/60 | | |
| Telephone failure | LFBB ACC | Tuned config Use of emergency | According to the configuration sent by LFBBFMP | Capacities reduced | | |

Standard LEMG / Malaga

| Type | From Date | From UTC | To Date | To UTC |
|----------|------------|----------|------------|--------|
| Standard | 20/10/2016 | 00:00 | 20/10/2026 | 00:00 |

| Aeroplane Design Code | Number Of Parkings Positions | Aeroplane Constraints | Flexible Parking Position among them | Number of Flexible Parking Positions that can be converted | To Code A | To Code B | To Code C | To Code D | To Code E |
|-----------------------|------------------------------|-----------------------|--------------------------------------|--|-----------|-----------|-----------|-----------|-----------|
| F | 0 | No | No | | | | | | |
| E | 7 | No | Yes | 7 | 22 | OR 14 | OR 11 | OR 5 | |
| D | 0 | No | No | | | | | | |
| C | 0 | No | No | | | | | | |
| B | 0 | No | No | | | | | | |
| A | 0 | No | No | | | | | | |

Additional information:

Airplane Code D is only until B757 dimensions.

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