

Naviair
Naviair Allé 1
2770 Kastrup

D +45 3247 8000
F + 45 3247 8800

naviair@naviair.dk
www.naviair.dk

Reduced ATC Capacity - What to do?

EKDK FIR, JAN-MAR 2008

Initiatives from FMP Copenhagen

- Eurocontrol CFMU will be fully informed of the reduced ATC capacity in Copenhagen FIR in the first three months of 2008
- Alternative route scenarios is published via CFMU – as to reduce risk of air traffic delays
- Proposal for re-routing: Moving air traffic from one ATC-sector to another with less traffic will contribute to minimize air traffic delays in general
- FMP Copenhagen will closely monitor all issued ATC regulations to ensure that available ATC capacity is used effectively
- From 8.00 a.m. to 4.30 p.m. FMP Copenhagen will be extra staffed
- Easy access to information about expected ATC regulations

Contact:

Naviair FMP Copenhagen: T +45 3247 8209

FMP Manager, Pernille Ladefoged: T +45 3247 8239 (plg@naviair.dk)

CFMU, NMC: T +32 2 745 1923 or +32 2 730 2791

CFMU Helpdesk: T +32 2 745 1901

Read more > www.naviair.dk/atm



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New Air Traffic Management system will take over in Danish airspace

At midnight UTC between December 28th and 29th, a new Danish ATM-system will be put into service and will handle the Air Traffic Control in Danish airspace. At the same time the tower control at Copenhagen Airport will start operation from a brand new control tower. The new ATM-system will also be implemented at Billund and Roskilde Airports.

Even though the transition is commenced in a low-traffic period, the Danish ATC will not be able to handle the expected load of air traffic without some delays - especially at peak-hours. For safety reasons, air traffic controllers as well as technical staff will need time to get familiar with the new ATM-system. It is expected that the learning period will be complete at the end of March at the latest, though according to international experiences the ATC capacity will be back to normal faster than planned.

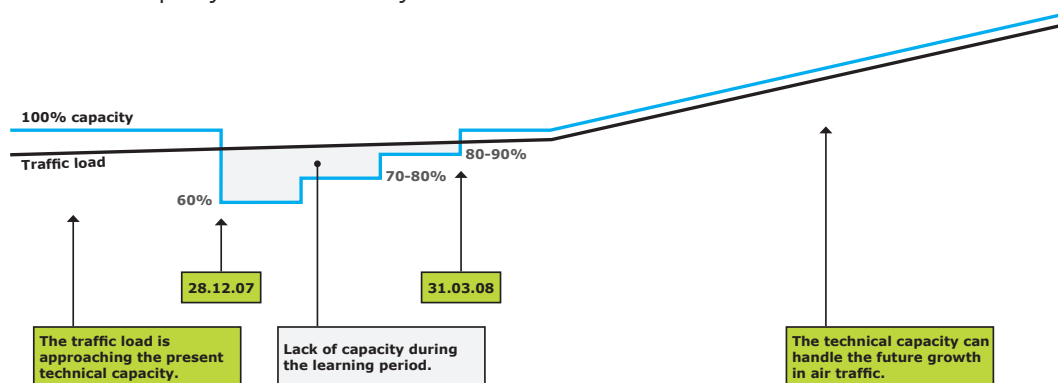
However, this drives for understanding and co-operation between Danish ATC and airline operators in Copenhagen FIR. And we promise - we will do our best!

Plan for reduced ATC capacity in Copenhagen FIR:

- Week of initialization (28 DEC – 1 JAN): 60 % of normal ATC capacity
- Phase 1 (1 JAN – 25 JAN): 60 % of normal ATC capacity (planned)
- Phase 2 (25 JAN – 15 FEB): 70–80 % of normal ATC capacity (planned)
- Phase 3 (15 FEB – END OF MARCH): 80–90 % of normal ATC capacity

Naviar expects to be back on normal ATC capacity at the end of March.

In order to minimize air traffic delays in Copenhagen FIR, some alternative route scenarios as well as re-routing and level cap scenarios will be implemented. How to use these alternatives will be planned at a pre-tactical level with the NMC (Network Management Cell) in Eurocontrol 24 hours ahead of the actual day. Changes may occur each day – with the objective that available capacity is used effectively.



What to do in planning?

In co-operation with NMC Eurocontrol a number of 7 alternative route scenarios have been prepared. The scenarios will be published at the CFMU website: www.cfm.eurocontrol.int > CFMU Operational Services > Flow and Capacity Management > Scenarios

Examples:

- Air traffic from Stockholm, Gothenburg and Helsinki heading for Southwest Europe will be re-routed via AAL-VES-EEL. Consequence: up to 20 NM longer flight distance.
- Flights departing from Copenhagen Airport via DEGUL or MIC. Expect Cap-ping to maximum fl280.

Notes:

Despite the implementation of these scenarios, it may still be necessary to issue ATC regulations during periods of the day, especially in peak hours.

As regards flows with no planned alternative scenarios there still might be possibilities for beneficial re-routings. Contact Helpdesk in the CFMU or FMP Copenhagen for actual information of possible re-routings to ATC-sectors with more capacity.

What to do on daily basis?

CDM: At 8 a.m. and 3.15 p.m. local time (LT) there will be a CDM conference. At the conference, expectations for the actual day will be announced. Check your possibilities to participate in the conference directly or await the latest issued CDM schedule. For participation contact FMP Manager (see page 4).

E-conference: The NMC (Network Management Cell) will hold two daily e-conferences via Centra Symposium:

At 10 a.m. (LT) expectations for the actual day are announced.

At 16 p.m. (LT) expectations for the next day in the CFMU area are announced.

In January, FMP Copenhagen will participate every day in the late 16 p.m. (LT) e-conference and when needed in the early conference at 10 a.m. as well. From February our participation is based on the actual situation and necessity for ATC-regulations.

To participate in Centra Symposium, please make registration via CFMU'en: www.cfm.eurocontrol.int > CFMU Operational Services > Flow and Capacity Management > Daily Tactical Briefing