

# What Happened Winter 2009-10

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## A Network Perspective

### Airports and Airlines Winter Operations



*Brian Flynn*  
*Head Network Operations unit*

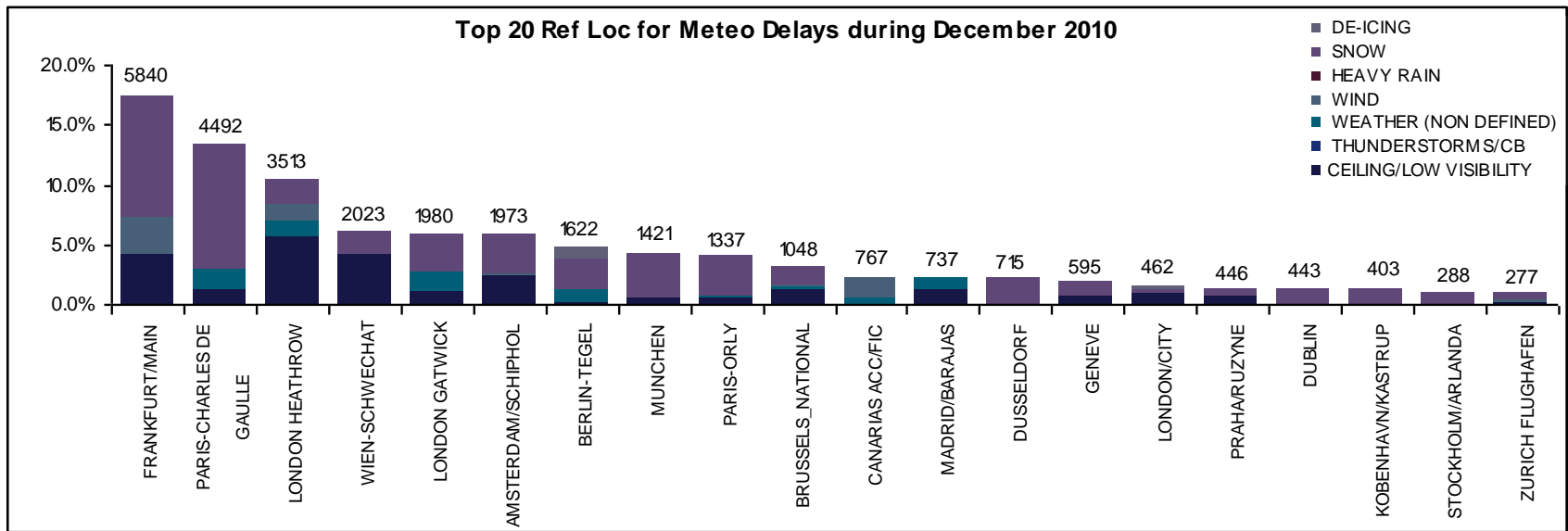
*Directorate of Network Management*  
**EUROCONTROL**

The European Organisation for the Safety of Air Navigation

# Cancellation of Flights – December 2010

Airport	Traffic Dec 2010 - Dec 2009	Traffic loss
London Heathrow	-11.60%	-1858
Paris Charles de Gaulle	-5.30%	-967
Frankfurt	-5.10%	-840
London Gawick	-9.70%	-757
Dusseldorf	-4.50%	-317
Vienna	-1.50%	-144
Copenhagen	4.70%	407
Stockholm	5%	353
Zurich	1.50%	146

# Meteo ATFM Delays







# What is required



# A Network Perspective

## Airports and Airlines Winter Operations



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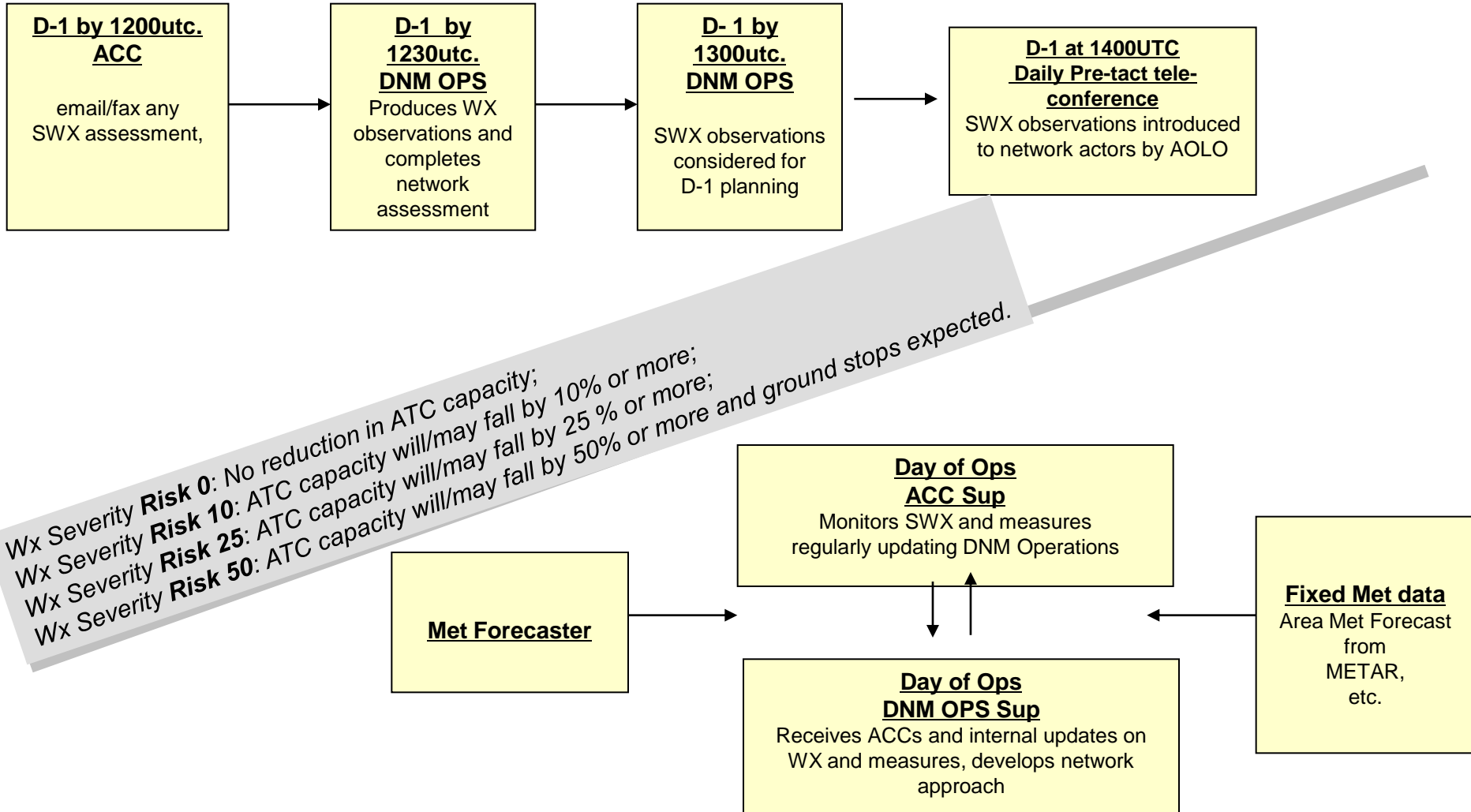
# EU and NM ATFM Implementing Rule

- *Handling Critical Events*
- **Article 10 : “Member states shall ensure that ATFM procedures for handling critical events are established and published by the central unit for ATFM, in order to minimise disruption to EATMN”.**
- *Critical event: an unusual situation or crisis involving a major loss of EATMN capacity, or a major imbalance between EATMN capacity and demand, or a major failure in the information flow in one or several parts of the EATMN.*

# European Aviation Crisis Coordination Cell – Role of the Network Manager

- *Coordinate the management of response to the network crisis;*
- *Support the activation and coordination of contingency plans at Member State level;*
- *Elaborate mitigating measures at network level to protect and ensure the continued and safe operation of the network.*
  - *monitor the network situation on a 24-hour basis;*
  - *ensure an effective information management and communication*
  - *disseminate accurate, timely and consistent data to support the application of risk management principles and processes in decision-making processes; and*
  - *facilitate the organised collection and centralised storage of this data.*
- *Highlight opportunities for additional support for mitigation of the crisis, including other modes of transport*
- *Monitor and report on the network recovery and sustainability.*

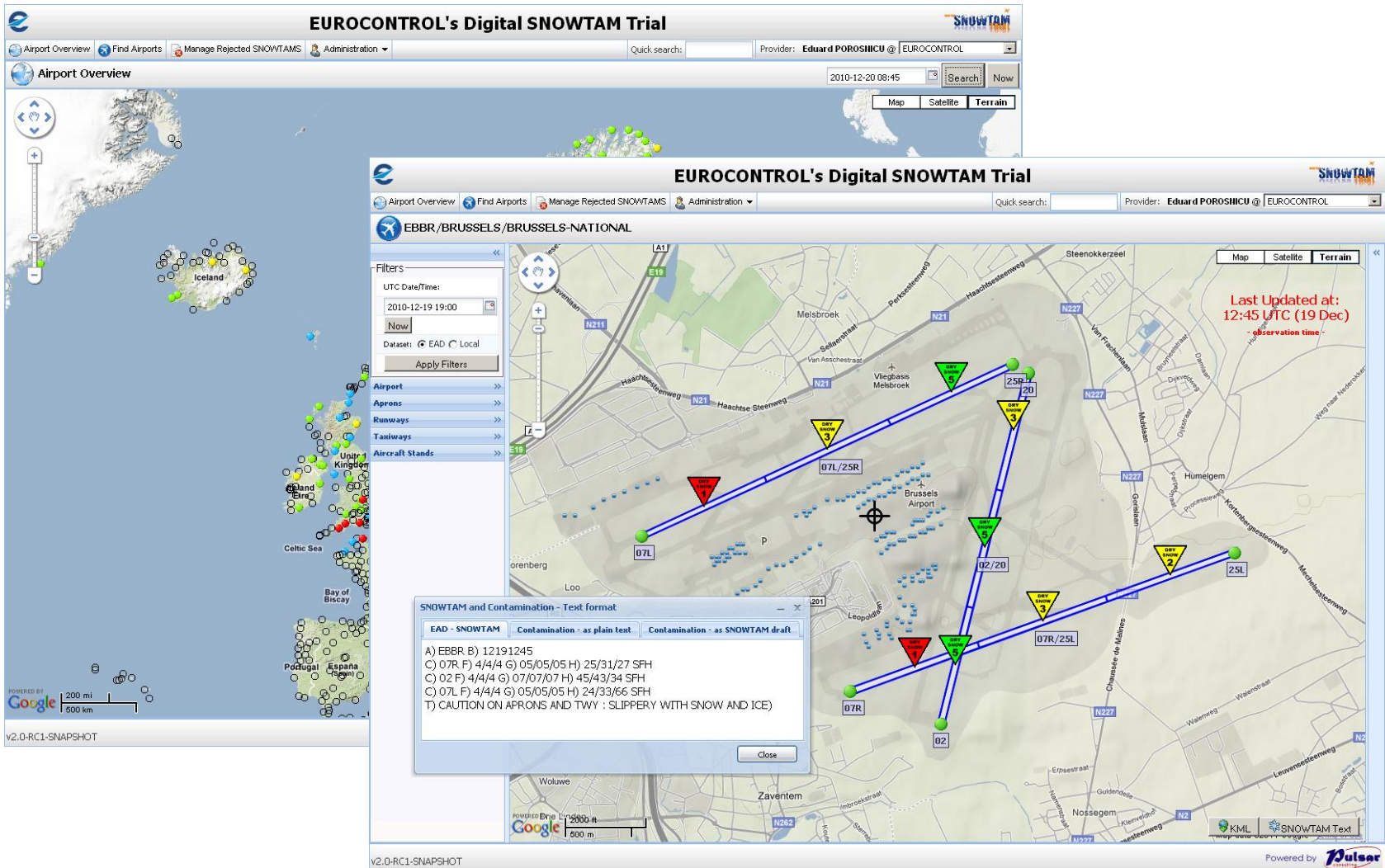
# Weather Alerting and Coordination Process



# Airport CDM and Departure Planning Information

- Today
  - Limited information on accurate sequence and target departure time.
  - No real accurate demand picture, cancellations, major delays, type changes
  -
- Required 20 – 50 CDM DPI airports – today only 5
  - Airports fully linked to the network
  - DPI messages providing accurate departure sequence and take off times to the network reflect de-icing and all other late changes.

# Digital / Graphical SNOWTAM



**EUROCONTROL's Digital SNOWTAM Trial**

Provider: **Eduard POROSIUCI** @ EUROCONTROL

2010-12-20 08:45

Map Satellite Terrain

**EBBR/BRUSSELS/BRUSSELS-NATIONAL**

Filters  
 UTC Date/Time: 2010-12-19 19:00  
 Now  
 Dataset:  EAD  Local  
 Apply Filters

Airport  
 Aprons  
 Runways  
 Taxiways  
 Aircraft Stands

Last Updated at: 12:45 UTC (19 Dec)  
 - observation time -

**SNOWTAM and Contamination - Text format**

EAD - SNOWTAM    Contamination - as plain text    Contamination - as SNOWTAM draft

```

A) EBBR B) 12191245
C) 07R F) 4/4/4 G) 05/05/05 H) 25/31/27 SFH
C) 02 F) 4/4/4 G) 07/07/07 H) 45/43/34 SFH
C) 07L F) 4/4/4 G) 05/05/05 H) 24/33/66 SFH
T) CAUTION ON APRONS AND TWY : SLIPPERY WITH SNOW AND ICE)
  
```

Map Satellite Terrain

Powered by **Dulse**



**Resources**

**Axis Weekly Management**

Please refer to the Daily Plan portlet (below), (Network tab) for details of today's European plan, or try the Pre-Tactical phase for tomorrow's Daily Plan (usually published 1600z).

**Contingency**

**ANM**

**AIM**

**European AUP/UUP**

TYPE	Valid WEF	Valid TIL
EUUP	09/10/2011 06:00	10/10/2011 06:00
EAUP	09/10/2011 06:00	10/10/2011 06:00
EAUP	08/10/2011 06:00	09/10/2011 06:00

[more >](#)

**Daily Plan**

All > **Network** > FAB > FMP > AMC >

Headline

Events

ACC's

NAT

Weather

**Network Interactive Map** > **Network Static Map** >

**Post-Operations**

**Tactical**

**PreTactical**

**Strategic**

**ATFCM Network Situation**

Last update: 09/10/2011 20:30

- < 15 MIN
- < 30 MIN
- < 45 MIN
- >= 45 MIN

**Interactive Map (IM)** > **Static Map (SM)** >

**ATFCM Situation Data**

Last update: 09/10/2011 20:28:00

**Flights**

Total	<b>26228</b>
Landed	21511 (82 %)
Airborne	3152 (12 %)
Expected	1565 (6 %)

**Delays (in minutes)**

Cumulated	<b>180797.0</b>
Average/Flight	6.9
En-route	131640.0 (73 %)
Airport	49157.0 (27 %)
>= 30 min	<b>1410</b>

**Network Headline News**

- 09/10/2011 > LTAI situation 9th October.
- 09/10/2011 > Greek Situation update 1910 utc
- 09/10/2011 > Greek situation /helpdesk
- 07/10/2011 > French strike warning 11 october
- 12/09/2011 > Libyan situation - Update

[more >](#)

**EVITA**

EVITA is a graphical tool that supports decision making in the management of critical events and crises in Europe.

There is currently one ongoing simulated crisis

**ATTENTION: this is a simulated crisis**

**TRAINING\_EVITA\_2011**

[Crises](#) > [Selector](#) > [Map](#) > [Disclaimer](#) >

**Calendar**

October 2011

Mon	Tue	Wed	Thu	Fri	Sat	Sun
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

# Availability of aviation safety knowledge

SKYbrary resources related to winter operations - a few examples:

- [Aircraft Ground De/Anti-Icing](#)
- [Holdover Time](#)
- [Surface Friction Measurement & Prediction in Winter Operations](#)
- [Accident Reports: Weather](#)



SKYbrary The single point reference for aviation safety knowledge

Operational Issues Human Performance Enhancing Safety Safety Regulations

Highlighted Article

Piston Engine Induction Icing

posted 3 October 2011 in Category: Weather

Often referred to as "Carburettor Icing", Induction Icing is the build-up of ice in the fuel induction system and can affect all types of piston engine as well as turbo-propellers and turbo-jets.

Safety Alert

Aircraft Mode S Transponders - Incorrect and Missing Data - EASA Safety Information Bulletins

posted 11 August 2011 in Category: Safety: Warning Message

The Airborne Monitoring Project (AMP) coordinated by EUROCONTROL has identified a number of safety issues and events related to the operation of Mode S transponders. Consequently, EASA has recently issued the following Safety Information Bulletins (SIBs).

References

ICAO SARPs & PANS search

CAST Safety Enhancement Plan

Hazard Log browser

Thematic

Single European Sky

NSA Corner

Best Practices for Training Aviation Staff

Toolkits

AllClear?

Airspace Infringement Prevention

Flight Deck Procedures - A Guide for Controllers

# Extending the ATFCM Toolset to cover Airport Needs

- CHAMAN Procedures – Management of chaotic conditions
- Establishing capacity for diversions
- Prioritisation of return of diverted flights
- Recovery from disruption – “cherry picking”
- Regulation by terminal

# Integrating the Airports and the Network

- Crisis and major disruption procedures and processes to fully include airports and not just ANSPs
- Weather alerting and coordinating processes
- Airport CDM and Departure Planning Information
- Network Information Sharing tools – NOP Portal, SNOWTAM
- Extend the ATFCM toolset to cover airport needs.



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