



SAFE SKIES.
**SUSTAINABLE
FUTURE.**



ICAO APAC/MID ATFM-FF-ICE Seminar 2025

Dubai, UAE, 23 – 26 February 2025

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EUROCONTROL
Network Manager

01 Capacity Determination

Performance Driven
Process at European
Network Level

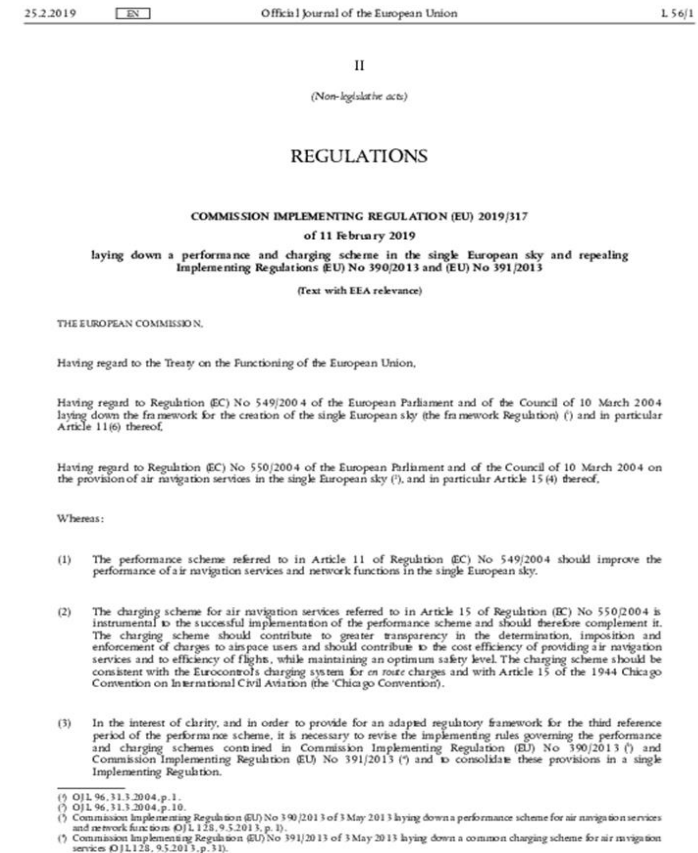


since 2012-12-19, 1280x853px pic.

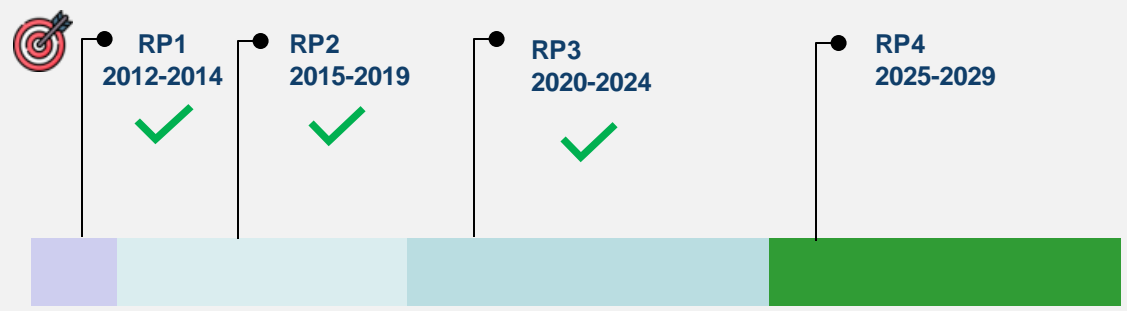
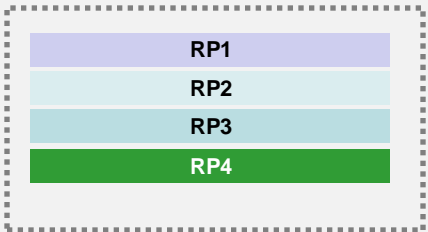
IR v4 (C) 2012 ATA Malerian Malowski / Sublim

Performance and Charging Scheme

- Implemented over **Reference Periods (RPs)** (3-5 years)
- **Union-wide targets** set at the start of each RP for:
 - Safety
 - Environment
 - **Airspace capacity**
 - Cost efficiency
- **Performance Plans** by SES Member States align with Union-wide targets
- **Monitoring & reporting** by National Supervisory Authorities



Reference Periods



2025: 0,9 minutes per flight
2026: 0,7 minutes per flight
2027: 0,6 minutes per flight
2028: 0,5 minutes per flight
2029: 0,5 minutes per flight

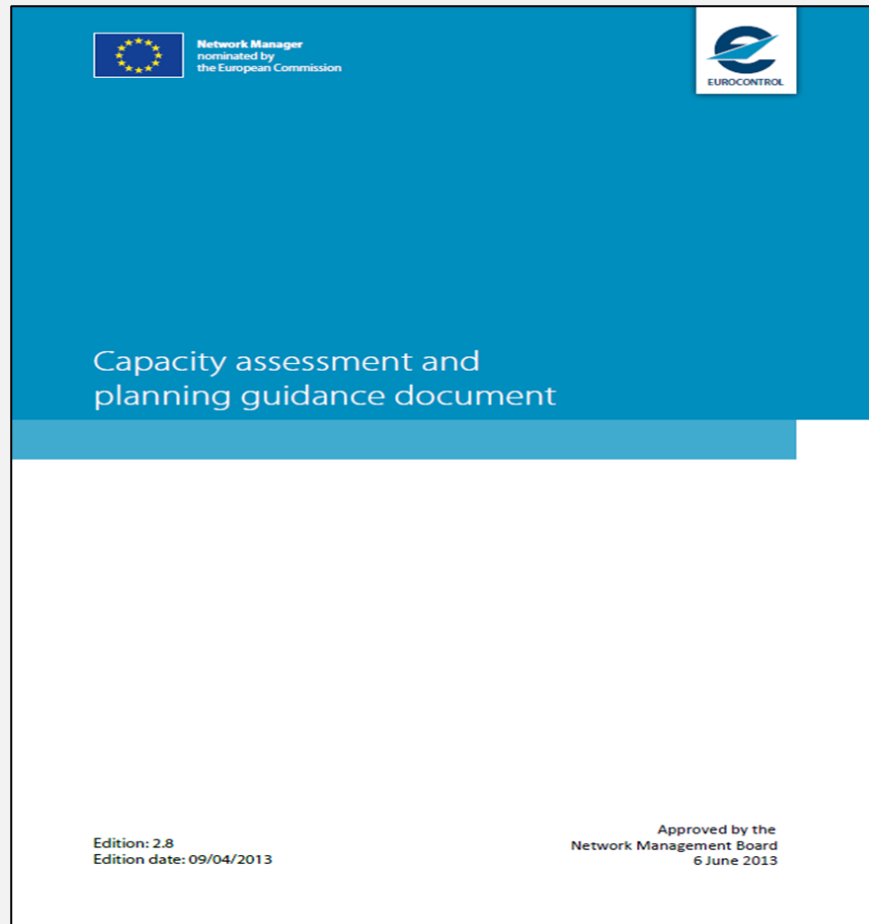
Capacity Drivers



02
Capacity
Assessment
CAPAN Methodology



Consolidated Capacity Assessment Guidance Material

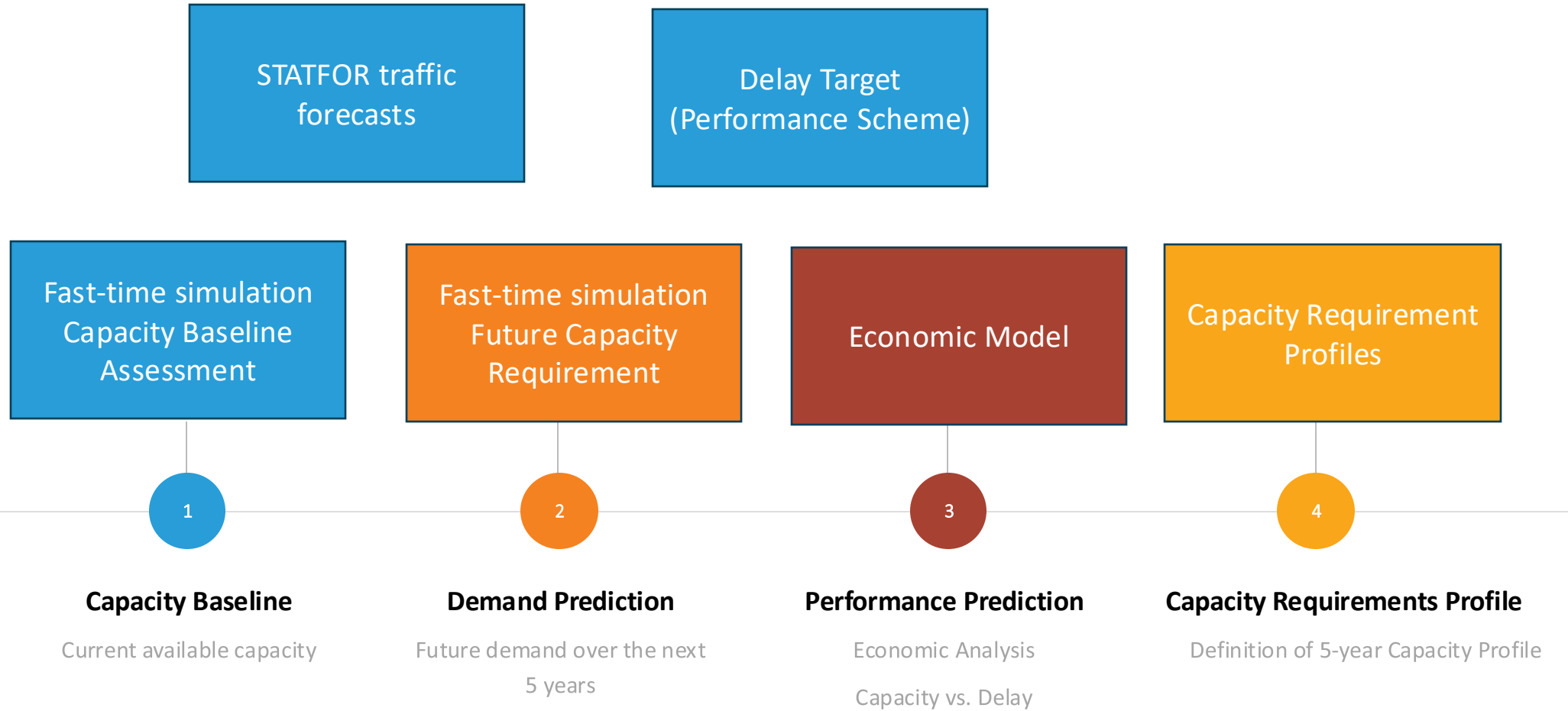


“Provide sufficient capacity to accommodate the demand in typical busy hour periods without imposing significant operational, economic or environmental penalties under normal circumstances.”

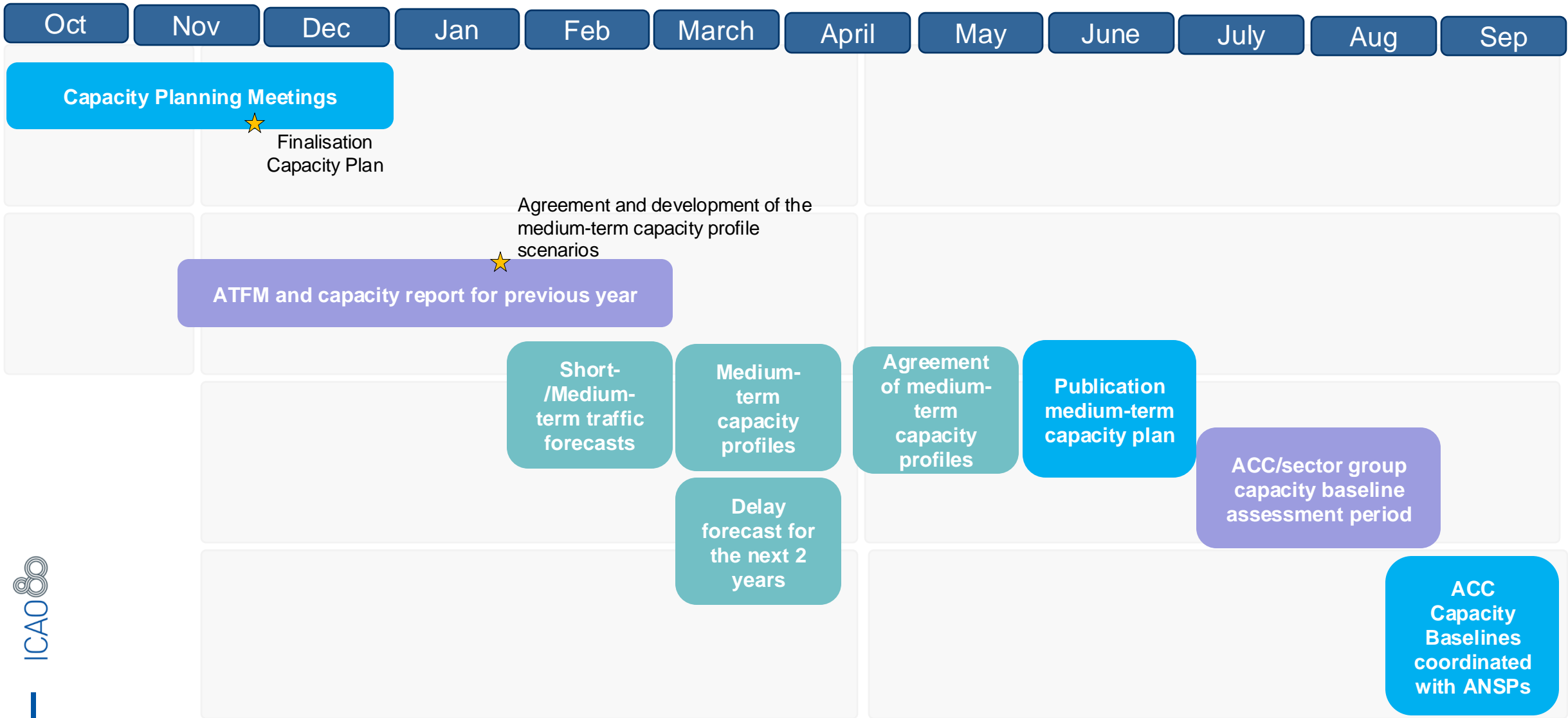


<https://www.eurocontrol.int/publication/capacity-assessment-and-planning-guidance-document>

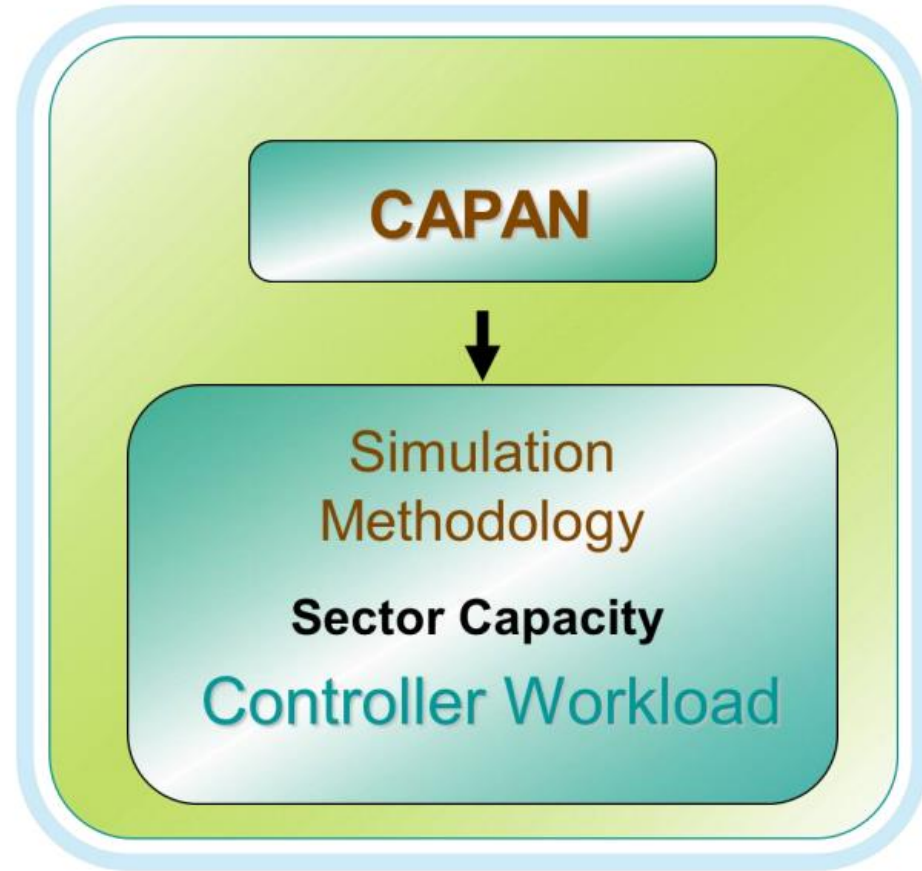
4-Step Capacity Assessment



Capacity Planning Timeline



CAPAN Methodology



Example of ATC Tasks recorded

GAPLI sector

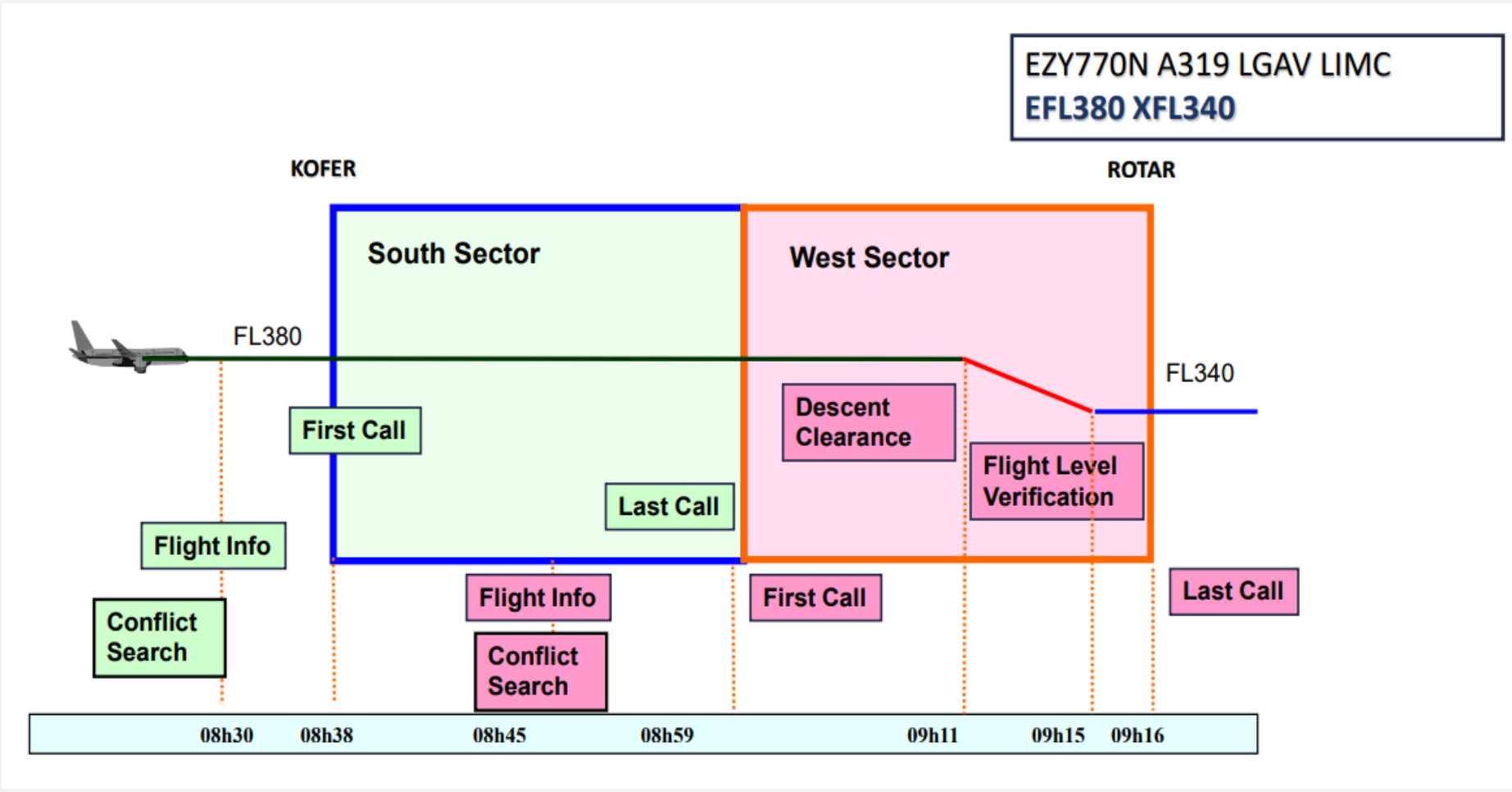
EC = Executive Controller
PC = Planning Controller

TIME	TASK	Definition	WORKLOADS (Seconds)	
02:47	1	Acknowledge of a new flight	PC	1
03:03	44	Receipt of a flight progress strip	PC	7
03:04	51	Routine conflict search to establish sector planning clearance	EC 5	PC 8
03:17	66	First call from an a/c entering the airspace of a new ACC	EC 10	PC 5
03:17	64	Additional R/T for a traffic entering from oceanic airspace	EC	18
03:44	72	Last R/T message to an a/c leaving the sector	EC 10	PC 5
03:44	74	Propose radar transfer	EC	3
03:44	45	Removal of the flight progress strip	PC	2

TAKAS sector

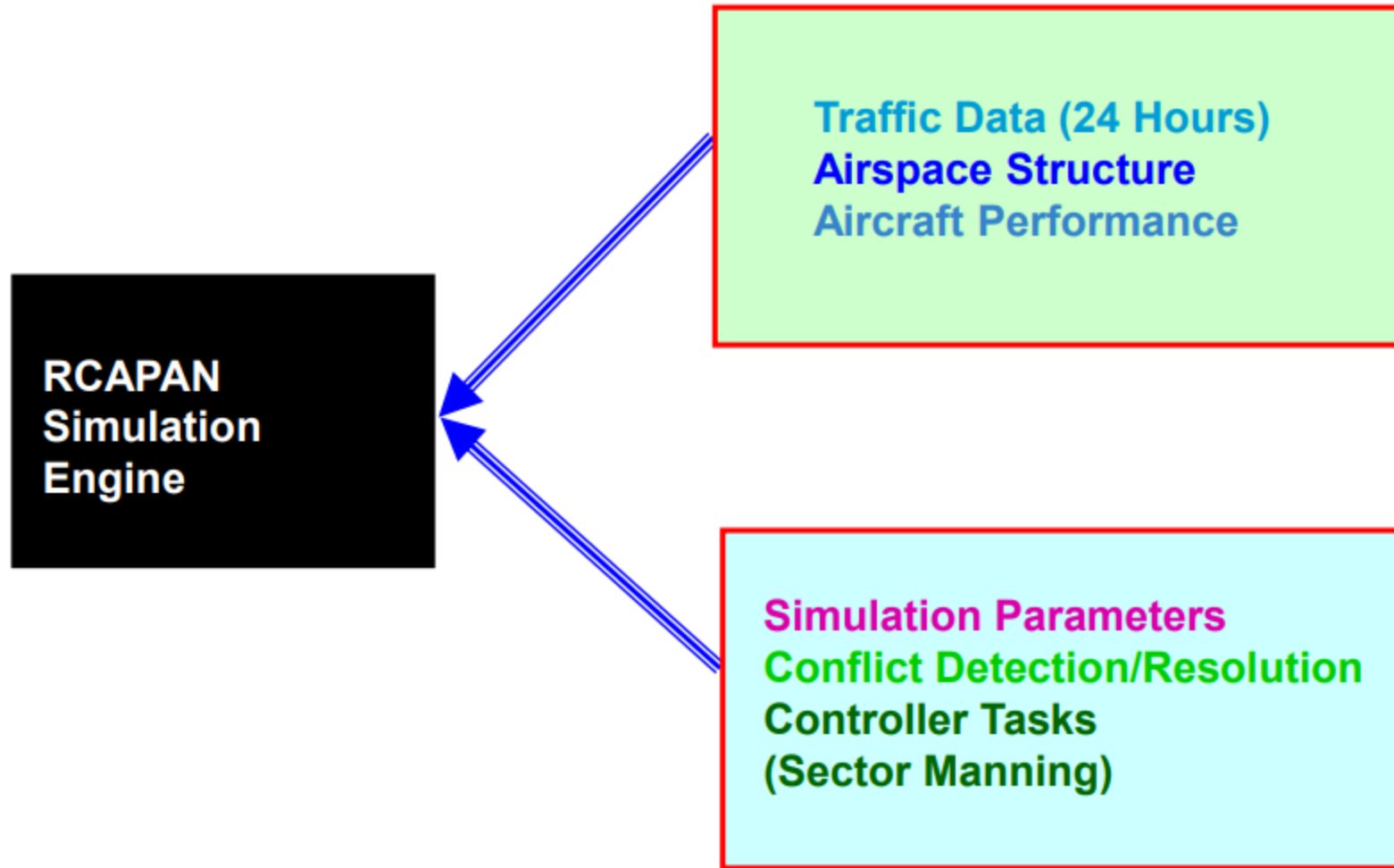
TIME	TASK	Definition	WORKLOADS (Seconds)	
03:12	44	Receipt of a flight progress strip	PC	7
03:33	51	Routine conflict search to establish sector planning clearance	EC 5	PC 8
03:41	18	ACT message monitoring in the last sector	PC	4
03:43	75	Assume radar transfer from the previous sector of the same ACC	EC	3
03:44	67	First call from an a/c entering another sector of the same ACC	EC 10	PC 4
03:50	71	R/T instruction to an a/c to comply with a new planning clearance	EC 16	PC 3
03:53	69	Report of an a/c on reaching a specified level	EC 6	PC 3
03:55	72	Last R/T message to an a/c leaving the sector	EC 10	PC 5
03:55	74	Propose radar transfer	EC	3
03:54	45	Removal of the flight progress strip	PC	2

Events and Tasks

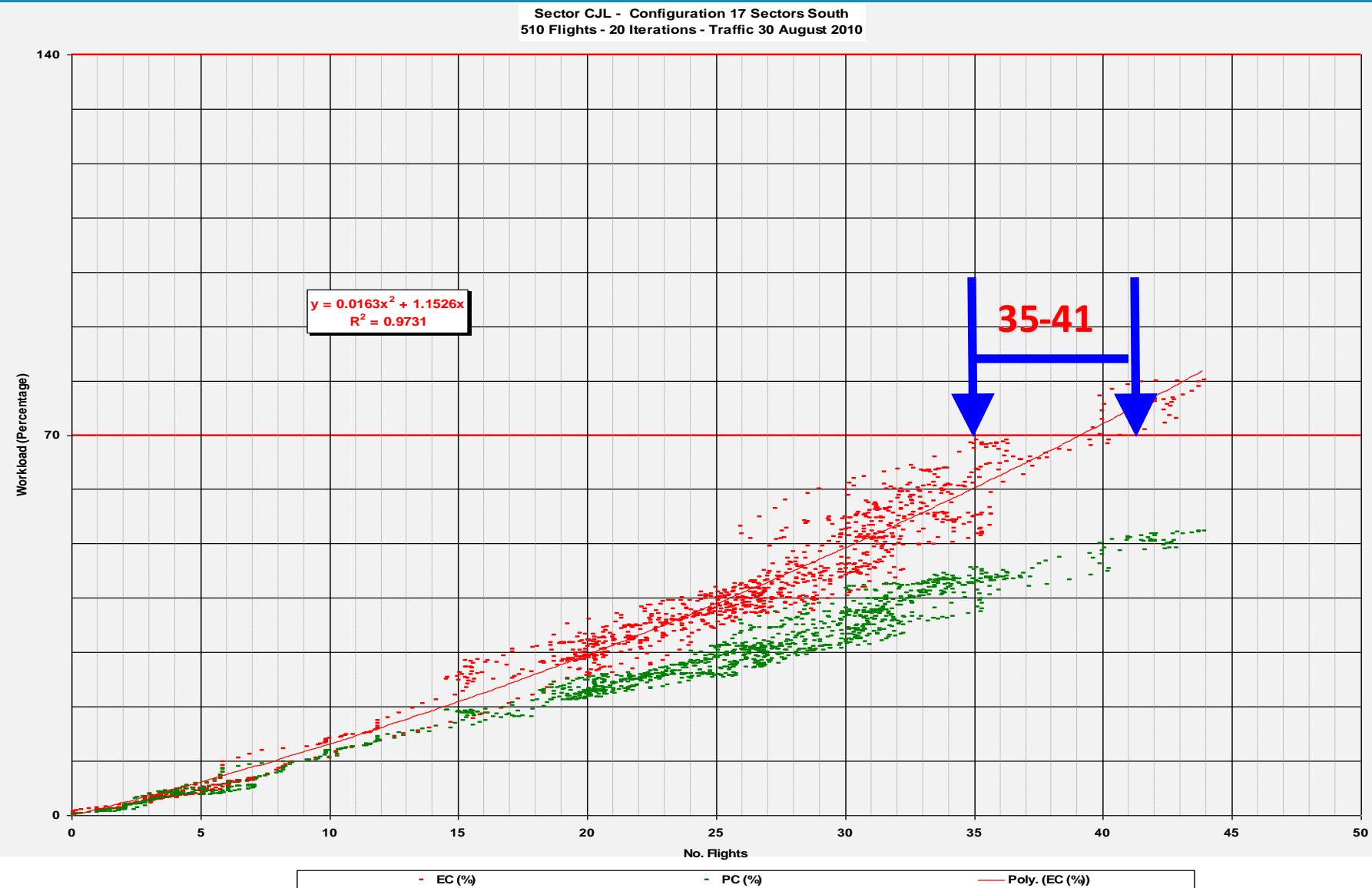


Simulation

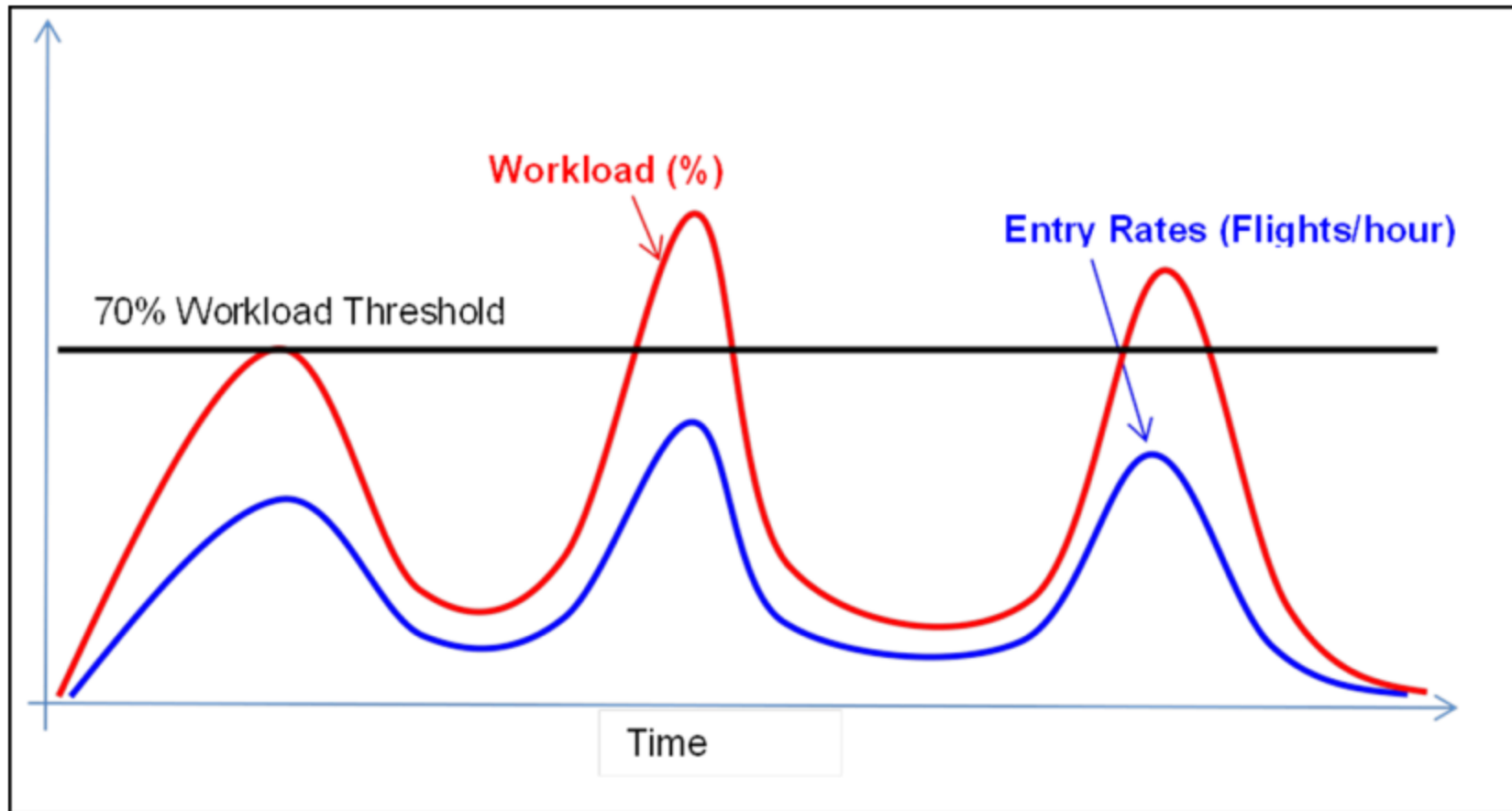
Input Data



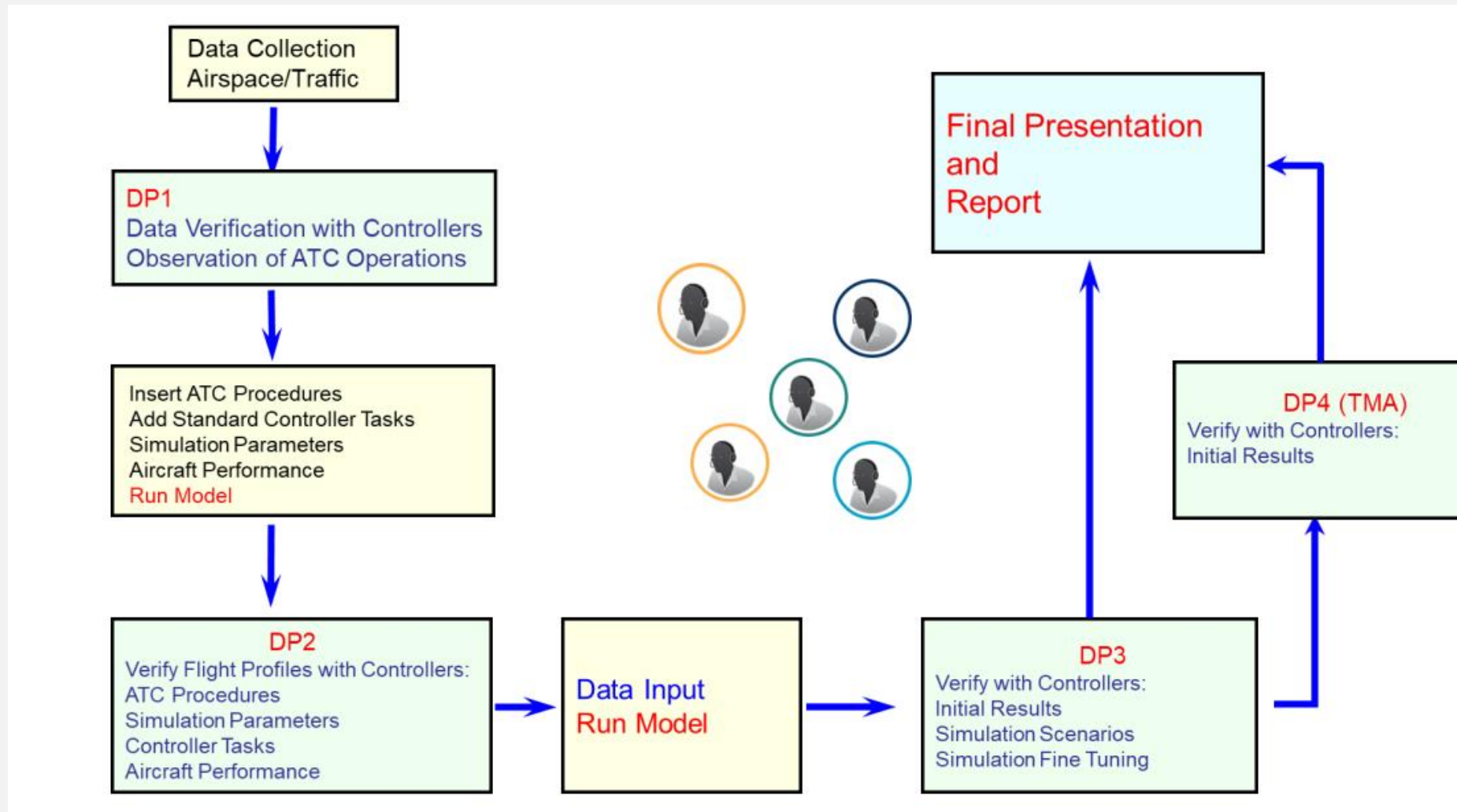
Simulation Results



24 Hours Behaviour



Workflow



CAPAN Simulation

Output Data

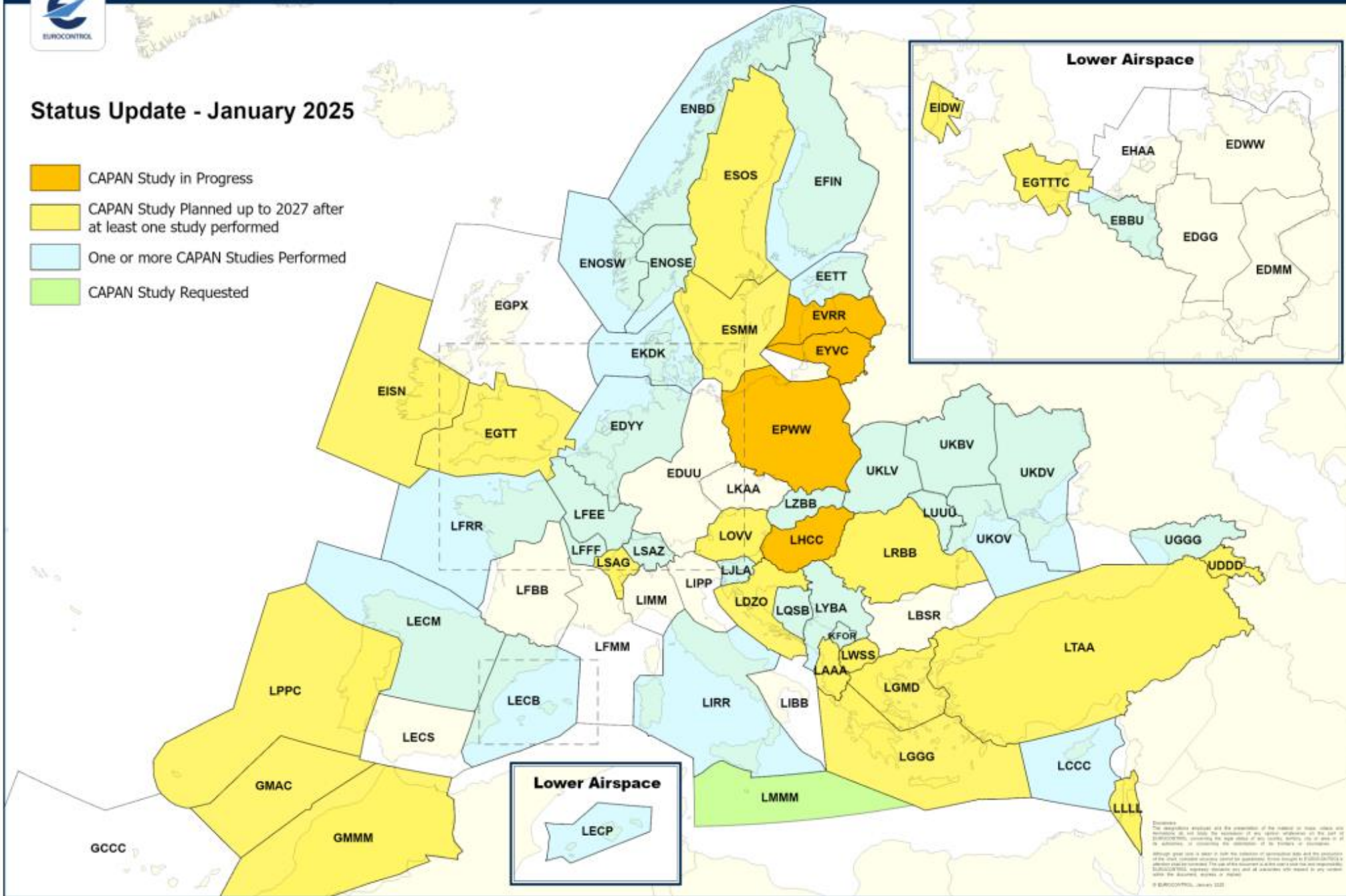


CAPAN STUDIES



Status Update - January 2025

- CAPAN Study in Progress
- CAPAN Study Planned up to 2027 after at least one study performed
- One or more CAPAN Studies Performed
- CAPAN Study Requested



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03 Capacity Planning and Traffic Outlook

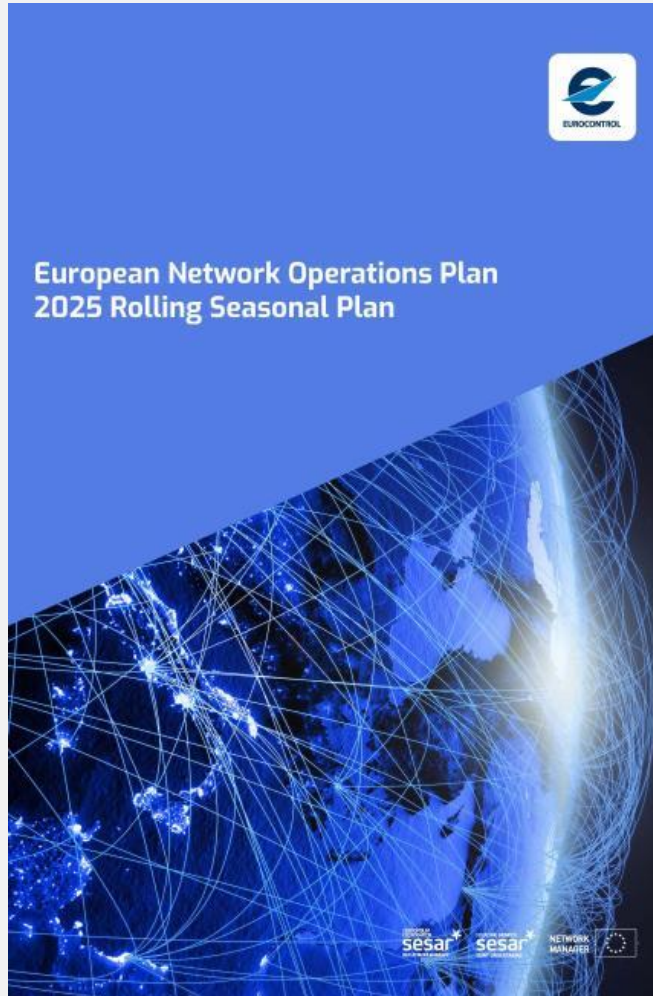
Documentation and
Information Sharing





- A strategic five-year plan aligning operational improvements with SES goals.
- Enhances efficiency, capacity, and resilience of the European air traffic network.
- Developed with air navigation service providers (ANSPs), airports, and airlines.
- Focus on traffic forecasts, capacity planning, and mitigation measures.

Rolling Seasonal Plan



- COVID-19 required real-time NOP updates
- A short-term operational outlook.
 - 8-week traffic & 6-week capacity outlook
- NDOP Teleconference every Monday
- Provides a detailed, tactical view of network operations.
- Includes traffic demand, capacity constraints, weather impact, and mitigation actions.
- Updated regularly to support real-time decision-making.

PARTNERSHIP



Thank You

