



## DCB-0207 — Management of Critical Events

*Critical event means an unusual situation or crisis involving a major loss of EATMN capacity, or a major imbalance between capacity and demand, or a major failure in the information flow involving many partners and requiring immediate action to minimise consequences and to retrieve network stability. A pan-European procedure is established for managing critical events such, as industrial actions etc., which can be tailored to the needs/requirements of individual countries thus leading to better utilisation of limited available capacity. Since the impact of some events goes beyond ATM a European Aviation Crisis Coordination Cell (EACCC) has been established supporting the activation and coordination of contingency plans at State level.*

**Rationale** Management of critical events remains a key at European ATM network level as it is dependent on the willingness of all actors to participate in CDM processes. The management of critical events, be it proactive (known events) or reactive (unplanned, but prepared) is essential to minimise their impact on the network situation.

**Forecast V3 end date** -

**Benefits start date (IOC)** 31-12-2012

**Full benefits date (FOC)** 31-12-2016

**Current Maturity Level** -

**Solution Data Quality Index** -

**Current Maturity Phase** R&D Finalised

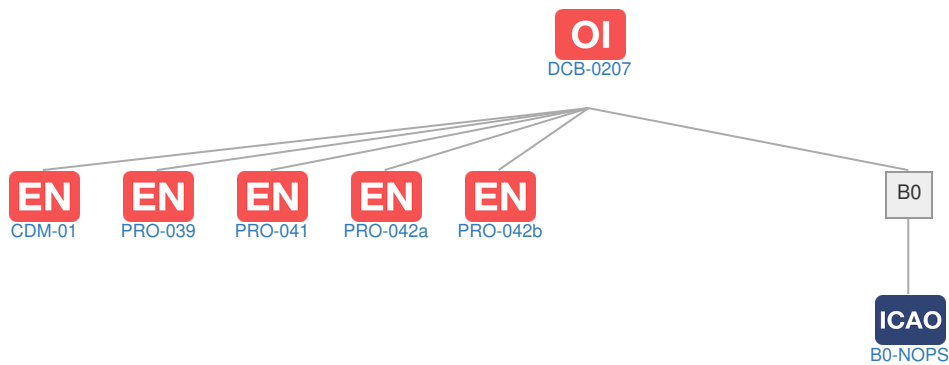
**Scope** Network

**Release** -

**PCP Status** -

### Context

#### Related Elements



**EN** Enablers

| Code     | Dates |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |
|----------|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
|          | 15    | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |  |
| DCB-0207 |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |
| CDM-01   |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |
| PRO-039  |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |
| PRO-041  |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |
| PRO-042a |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |
| PRO-042b |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |

**OI** Dependent OI Steps: No associated data

**SOL** SESAR Solutions: No associated data

**PCP** PCP Elements: No associated data

**OBJ** Implementation Objectives: No associated data

**ICAO** ICAO Block Modules

| Designator | Title   | Related Elements     |
|------------|---|----------------------|
| B0         |   |                      |
| B0-NOPS    | Improved Flow Performance through Planning based on a Network-Wide view | <b>OI</b> <b>OBJ</b> |