

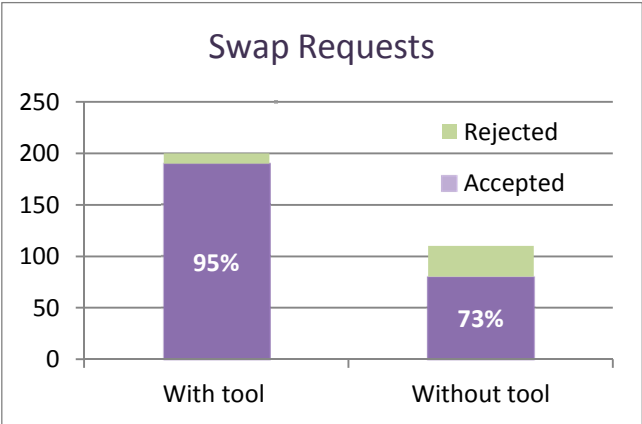


FCM09

Enhanced ATFM Slot swapping

Stakeholders <ul style="list-style-type: none"> • Network Manager • Airspace Users 	FOC <u>12/2021</u> Estimated achievement 12/2021	On time	Applicability Area All ECAC States
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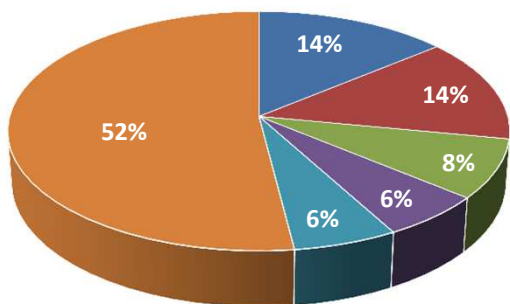
SESAR Key Features	Optimised ATM Network Services
PCP Sub-Functionality	Intermediate step towards UDPP – User Driven Prioritisation Process
ICAO ASBU	B1-ACDM, B1-NOPS
OI Steps	AUO-0101-A
CAPEX	-



Main 2016 developments

This objective mostly involves the NM and the Airspace Users during ATFM constrained situations. The current pre-tactical phase facility offered by the NM provides airlines and airline groups with better visibility to identify slot-swap candidates. In practice slot swapping facilitates the Airspace User to balance the priorities of flights subject to the same ATFM regulation. A higher priority flight may transfer a portion of its ATFM delay to a lower priority flight or a low priority flight may increase its proportion of delay to benefit a neutral priority flight (reducing their delay). In addition to this, slot swapping can be used to reduce the delay of a flight by re-using the slot of a to-be cancelled flight from the same airline or airline grouping. The next steps to be taken by the NM will be to analyse the benefits and risks of: allowing flights to share delay between maximum three (3) other flights using ‘multiple-swaps’; and facilitating more long and short haul slot swapping by making it possible to swap pre-allocated with allocated ATFM slots.

The savings achieved by using the Enhanced Slot-Swapping (source: Network Manager)



- 4900 € - the average cost saved per single ATFM slot swap
- 7-8 M€ per year saving currently
- 500 M€ estimated over 20 years

■ Prefer not to say ■ < 1000 €
■ 1000-5000 € ■ 5001-10000 €
■ > 10000 € ■ Don't know