

CP1		Active							APT	
AOP11.1		Initial Airport Operations Plan								
REG	ASP	MIL	APO	USE	INT	IND	NM	MET	AIS	USP

Subject matter and scope

Airport Operations Plan (AOP) means a single, common and collaboratively agreed rolling plan used by all involved airport stakeholders whose purpose is to provide common situational awareness and to form the basis upon which airport stakeholder decisions relating to process optimization for operations can be made.

The AOP shall make all the information that is relevant for the network available to the NOP in real time.

The AOP is the principal source of information used and shared by all involved airport stakeholders. It requires individual stakeholders to make changes within their own sphere of operations. These changes must be synchronised in order to be consistent and provide common situational awareness.

The AOP supports operations at airports with an increased scope and sharing of data between the airport and the Network Manager, building upon the airport collaborative decision making (A-CDM) supporting systems.

The AOP is a rolling plan comprising different phases including Planning, Execution and Monitoring and Post-operations, that interacts with a number of services, systems and stakeholders gathering information from several systems.

Main stakeholders are Airport Operators. Stakeholders also impacted are all the other involved airports stakeholders such as but not limited to:

- Aircraft operators;
- Ground handlers;
- De-icing handlers;
- ANSPs;
- Network Manager;
- MET services providers;
- Support services (police, customs and immigration, etc.).

The AOP can be implemented in two steps: Initial AOP (iAOP) and Extended AOP.

The initial AOP (iAOP) focuses on the short-term planning phase and the execution phase. The iAOP comprises the basic elements to exchange the data elements with the NOP and paves the way to Extended AOP.

The following data are part of the initial AOP:

- Flight trajectory data: Information sharing related to Flight Progress Information Elements of an Inbound/Outbound/Airport transit Trajectory to/from/at Airport.
- Airport Resources data: resources such as but not limited to runway capacity and configuration, or parking stands.
- Local weather data: Information sharing related to MET Information Elements of the airport.

The iAOP shares flight trajectory data and some airport resources data with the NOP via Arrival Planning Information (API) and Departure Planning Information (DPI) messages.

System requirements:

To support the Initial AOP implementation, the following elements shall be taken into account:

- A-CDM (a pre-requisite for iAOP);
- Arrival planning information and extended departure planning information (in addition to A-CDM DPI messages) for iAOP/NOP exchange;
- MET-data: to allow the outcome of weather impact assessment;
- Airport Operations Plan management tool containing the rolling plan of the airport operations and capabilities for short-term time frame;
- The AOP shall be connected to the NOP via SWIM service(s) when available and shall make available to the network all the network-relevant data.

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLoAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLoAs which identify actions EXCLUSIVE to military authorities.

NOTE: The SLoAs listed in this document should be addressed to air navigation service providers as well as to airport operators.

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This is due to the fact that some airports operate their own ground control units for specific areas of responsibility at the airport. Airport operators providing air traffic control services qualify as ANSPs and are therefore covered by the ASP SLoAs. It is up to each implementer to check and select what is relevant to them, depending on local areas of responsibility.

Applicability Area(s) & Timescale(s)

Applicability Area 1 (CP1 Airports)	See list of airports in MP Level 3 Implementation Plan - Annexes		
Applicability Area 2 (Non-CP1 Airports)	See list of airports in MP Level 3 Implementation Plan - Annexes		
Timescales:	From:	By:	Applicable to:
Initial Operational Capability	01/01/2021		Applicability Area 1 + Applicability Area 2
Full Operational Capability / Target Date		31/12/2023	Applicability Area 1 + Applicability Area 2

References

European ATM Master Plan

Ol step -	[AO-0801-A]-Collaborative Airport Planning Interface								
Enablers -	AIRPORT-03	AIRPORT-31 AOP05	AIRPORT-38	AOC-ATM-13	HUM-007	PRO-028 FCM11.1, FCM11.2	SWIM-APS- 03a	SWIM-APS- 04a	
	SWIM-INFR- 05a	SWIM-NET- 01a							
Legend:	WXYZ-001	Covered by SLoA(s) in this objective	WXYZ-002 zzz	Covered by SLoA(s) in another objective Objective covering the enabler			WXYZ- 003	Not covered in the Implementation Plan	

Applicable legislation

Regulation (EU) No 2021/116 on the establishment of the Common Project One
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Essential Operational Changes

ATM Interconnected Network

SESAR Solution

#21 - Airport Operations Plan and AOP-NOP Seamless Integration
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ICAO GANP - ASBUs

ACDM-B1/1	Airport Operations Plan (AOP)
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Deployment Programme

2.2.1	Initial AOP
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European Plan for Aviation Safety

- none -

Operating Environments

Airport
Network

Stakeholder Lines of Action (SLoAs)

SLoA ref.	Title	From	By
AOP11.1-ASP01	iAOP Data/Operational elements implementation	01/01/2021	31/12/2023
AOP11.1-ASP02	Data quality service	01/01/2021	31/12/2023
AOP11.1-ASP03	Safety assessment	01/01/2021	31/12/2023
AOP11.1-ASP04	Training	01/01/2021	31/12/2023

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AOP11.1-ASP05	Operational use	01/01/2021	31/12/2023
AOP11.1-APO01	iAOP Data/Operational elements implementation	01/01/2021	31/12/2023
AOP11.1-APO02	Data quality service	01/01/2021	31/12/2023
AOP11.1-APO03	Safety assessment	01/01/2021	31/12/2023
AOP11.1-APO04	Training	01/01/2021	31/12/2023
AOP11.1-APO05	Operational use	01/01/2021	31/12/2023

Description of finalised and deleted SLoAs is available on the eATM Portal @ https://www.eatmportal.eu/working/depl/essip_objectives

Expected Performance Benefits

Safety:	Enhanced predictability.
Capacity:	Improved airport resilience/limiting capacity reduction in degraded situations.
Operational Efficiency:	Enhanced predictability.
Cost Efficiency:	-
Environment:	Enhanced predictability.
Security:	-

Detailed SLoA Descriptions

AOP11.1-ASP01	iAOP Data/Operational elements implementation	From: 01/01/2021	By: 31/12/2023
Action by:	ANS Providers		
Description & purpose:	For the iAOP data that is centralised by the ANSP (e.g. flight trajectory or MET data), the ANSP ensures coordination, collection and integration of iAOP data in the system with all airport stakeholders involved. This activity is performed with the airport operator and all airport stakeholders involved, defining a Memorandum of Understanding (MOU) /Memorandum of Cooperation (MOC) if necessary.		
	Note :This SLoA needs to be synchronised between ANSPs and AOs.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
ATM Master Plan relationship:	[AIRPORT-03]-Airports Operation Plan (AOP) tool		
Finalisation criteria:	1 - iAOP data have been integrated into the system.		
AOP11.1-ASP02	Data quality service	From: 01/01/2021	By: 31/12/2023
Action by:	ANS Providers		
Description & purpose:	Set up a service (systems and procedures) to ensure iAOP data quality (accuracy and integrity).		
	Note :This SLoA needs to be synchronised between ANSPs and AOs.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
ATM Master Plan relationship:	[AIRPORT-03]-Airports Operation Plan (AOP) tool [AIRPORT-38]-Airport/ATFCM Extended data interface		
Finalisation criteria:	1 - Data Quality Service has been tested and validated.		
AOP11.1-ASP03	Safety assessment	From: 01/01/2021	By: 31/12/2023
Action by:	ANS Providers		
Description & purpose:	The safety assessment of the changes must be developed in coordination and synchronisation with all concerned stakeholders. This safety assessment must be delivered to the competent authority.		
	Note :This SLoA needs to be synchronised between ANSPs and AOs.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
Finalisation criteria:	1 - Safety assessment has been developed and delivered to the competent authority.		
AOP11.1-ASP04	Training	From: 01/01/2021	By: 31/12/2023
Action by:	ANS Providers		
Description & purpose:	All relevant staff must be duly trained.		
	Note :This SLoA needs to be synchronised between ANSPs and AOs.		

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Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
ATM Master Plan relationship:	[HUM-007]-New communication and interaction patterns between stakeholders of airport operations linked to collaborative rolling AOP/NOP management.		
Finalisation criteria:	1 - Training has been completed.		
AOP11.1-ASP05	Operational use	From: 01/01/2021	By: 31/12/2023
Action by:	ANS Providers		
Description & purpose:	iAOP is in operational use once the data have been integrated into the systems, their integrity ensured, the safety assessment has been delivered and accepted, and the training has been completed.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
Finalisation criteria:	1 - iAOP is put into service.		
AOP11.1-APO01	iAOP Data/Operational elements implementation	From: 01/01/2021	By: 31/12/2023
Action by:	Airport Operators		
Description & purpose:	AO ensure coordination, collection and integration in the system of the following iAOP data: • Flight trajectory data; • Airport Resources data; • MET data. This activity is performed with all airport stakeholders involved, defining a Memorandum of Understanding (MOU) /Memorandum of Cooperation (MOC), if necessary. Note :This SLoA needs to be synchronised between ANSPs and AOs.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
ATM Master Plan relationship:	[AIRPORT-03]-Airports Operation Plan (AOP) tool		
Finalisation criteria:	1 - iAOP data have been integrated into the system.		
AOP11.1-APO02	Data quality service	From: 01/01/2021	By: 31/12/2023
Action by:	Airport Operators		
Description & purpose:	Set up a service (systems and procedures) to ensure iAOP data quality (accuracy and integrity). Note :This SLoA needs to be synchronised between ANSPs and AOs.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
ATM Master Plan relationship:	[AIRPORT-03]-Airports Operation Plan (AOP) tool [AIRPORT-38]-Airport/ATFCM Extended data interface		
Finalisation criteria:	1 - Data Quality Service has been tested and validated.		
AOP11.1-APO03	Safety assessment	From: 01/01/2021	By: 31/12/2023
Action by:	Airport Operators		
Description & purpose:	The safety assessment of the changes must be developed in coordination and synchronization with all concerned stakeholders. This safety assessment must be delivered to the competent authority. Note :This SLoA needs to be synchronised between ANSPs and AOs.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
Finalisation criteria:	1 - Safety assessment has been developed and delivered to the competent authority.		
AOP11.1-APO04	Training	From: 01/01/2021	By: 31/12/2023
Action by:	Airport Operators		
Description & purpose:	All relevant staff must be duly trained. Note :This SLoA needs to be synchronised between ANSPs and AOs.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		

AOP11.1		Initial Airport Operations Plan	
ATM Master Plan relationship:	[HUM-007]-New communication and interaction patterns between stakeholders of airport operations linked to collaborative rolling AOP/NOP management.		
Finalisation criteria:	1 - Training has been completed.		
AOP11.1-APO05	Operational use	From:	By:
		01/01/2021	31/12/2023
Action by:	Airport Operators		
Description & purpose:	iAOP is in operational use once the data have been integrated into the systems, their integrity ensured, the safety assessment has been delivered and approved, and the training has been completed.		
Finalisation criteria:	1 - iAOP is put into service.		

