



# ATC18 — Multi-Sector Planning En-route - 1P2T

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The multi-sector planner (MSP) defines a new organisation of controller team(s) and new operating procedures to enable the planning controller to provide support to several tactical controllers operating in different adjacent en-route sectors.

This Implementation Objective proposes a structure whereby, in en-route sectors, a single planner controller (P) is planning and organising the traffic flows for two tactical controllers (T), each of whom is controlling a different sector (1P-2T configuration). There is no need for exit/entry coordination with the airspace volume of multi-sector planner however, the coordination capability with adjacent planner/multi-planner should remain.

In order to guarantee that the workload of the multi-sector planner remains comfortable, even when the executive controllers face traffic levels which are not especially low, some enhancements to the planning tools are needed, improving the efficiency of the planning and decision-making processes.

This concept is intended for operation with suitably configured flight data processing components, flexible allocation of ATC roles and volumes and multi-sector planning.

*NOTE 1: A further phase of concept development will extend the concept for MSP during SESAR 2020 to (1P-nT) (SESAR Solution PJ10.1.a) and a further evolution of the MSP concept will develop a novel way of working without the necessity for boundary co-ordinations ('Collaborative Control', SESAR Solution PJ10.1.c)).*

*NOTE 2: Being a local objective, to be applied at individual States or ATC unit level to achieve their performance targets, the objective does not have a mandatory implementation deadline. As guidance, the FOC of the OI Step on which the SESAR Solution is based is 31/12/2024.*

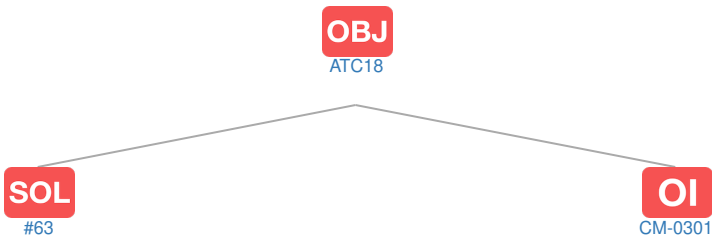
*NOTE 3: This objective is linked to SESAR Solution #63.*

*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.*

Edition	2022
Stakeholders	Air Navigation Service Provider
Type	SESAR
Scope	Local
Status	Active

## Context

### Related Elements









## Applicability Area(s) and Timescales

Applicability Area:	All EU SES States except: Bulgaria, Croatia, Denmark, Estonia, France, Latvia, Luxembourg, Malta, Netherlands, Portugal, Slovak Republic. Plus: Albania, Azerbaijan, Israel, Moldova, North Macedonia, Türkiye, United Kingdom (All ECAC States, based on local needs)
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Timescales	From	By	Applicable to
FOC used for Analytics functioning only - not for implementation planning	31-05-2019	-	Applicability Area
FOC used for Analytics functioning only - not for implementation planning	-	01-01-2030	Applicability Area

## Links to ATM Master Plan Level 2

### Operational Improvement Steps

Code	Title	IOC	FOC	Related Elements
CM-0301	Sector Team Operations Adapted to New Responsibilities in En-Route, 1Planning to 2Tactical Controllers team structure	31-12-2016	31-12-2020	     

### Links to SESAR Solutions

Code	Title	Program	Related Elements
#63	Multi Sector Planning	SESAR1	    

### Links to PCP ATM Sub-Functionalities

Code	Title	Related Elements
No record found		

 ICAO Block Modules: No associated data

## References

### Applicable legislation

None

### Applicable ICAO Annexes and other references

None

### Deployment Programme 2022

-

### Operating Environments

En-Route

## Expected Performance Benefits

Safety	-
Capacity	The workload reduction might be translated in marginal capacity gains.
Operational efficiency	Slight increase in the number of direct routes facilitate by the fact that adjacent sectors share the same planner controller.
Cost efficiency	-
Environment	-
Security	-

## Stakeholder Lines of Action

Code	Title	From	By	Related Enablers
ASP01	ATM system support to permit a single planner role associated to two adjacent tactical roles	31-05-2019	01-01-2030	EN
ASP02	Develop multi-sector planning procedures and working methods for en-route sectors	31-05-2019	01-01-2030	EN
ASP03	Train air traffic controllers to multi sector planning	31-05-2019	01-01-2030	EN
ASP04	Develop, and deliver as necessary, a safety assessment	31-05-2019	01-01-2030	

## Supporting Material

Title	Related SLoAs
EUROCONTROL - Air Navigation Systems Safety Assessment Methodology (SAM) - Version 2.1 / 11/2006 <a href="https://www.eurocontrol.int/tool/safety-assessment-methodology">https://www.eurocontrol.int/tool/safety-assessment-methodology</a>	ASP04
EUROCONTROL - EAM 4 - ESARR 4 - Risk Assessment and Mitigation in ATM - Edition 1.0 / 04/2001 <a href="https://www.eurocontrol.int/publication/esarr-4-risk-assessment-and-mitigation-atm">https://www.eurocontrol.int/publication/esarr-4-risk-assessment-and-mitigation-atm</a>	ASP04
SJU - SESAR Solution 63: Data Pack for multi-sector planning <a href="https://www.sesarju.eu/sesar-solutions/multi-sector-planning">https://www.sesarju.eu/sesar-solutions/multi-sector-planning</a>	ASP01, ASP02, ASP03

## Consultation & Approval

Working Arrangement in charge	NETOPS
Outline description approved in	-
Latest objective review at expert level	05/2016
Commitment Decision Body	Provisional Council (PC)
Objective approved/endorsed in	09/2017
Latest change to objective approved/endorsed in	-