



Request for Support Message

- **Safety Subject:** Sector over deliveries due to non-adherence
 - **Origin:** EUROCONTROL/CFMU (Central Flow Management Unit)
 - **Date:** 25/05/2009
 - **Distribution:** Aviation Safety Professionals, ATM personnel, Pilots, Dispatchers, FPL originators
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YOUR SUPPORT IS REQUIRED

- The aviation safety professionals, particularly Aircraft Operators and Air Navigation Service Providers, are kindly invited to share experience and good practices regarding the below mentioned issue.

SYNOPSIS

- Daily across Europe, traffic regulations are put in place to protect ATC sectors from receiving more traffic than the controller can handle safely. However, it happens that more aircraft than planned enter these protected sectors, exceeding their capacities by more than 10%, which is regarded as an ATFCM “over-delivery”.
- EUROCONTROL has launched a campaign to raise awareness amongst controllers, pilots and flight dispatchers about Flight Plan and ATFCM adherence. It ranges from ATFCM slot adherence, provision of accurate EOBT/CTOT to the en-route stage of flight, e.g. FL changes and use of DCT.
- The link below will guide you to the DMEAN website where you will find detailed information and a downloadable version of the “Flight Plan & ATFCM adherence” booklet: www.eurocontrol.int/dmean.

ANALYSIS

- When investigating the reported occurrences of over-delivery in most cases it is found that additional flights entered the concerned sector as a result of:
 - a) Not flying at the requested flight level (RFL); or,
 - b) Departing at times different from the original estimated off-block time (EOBT) or calculated take-off time (CTOT); or,
 - c) Arriving in the sector earlier or later than originally planned; or
 - d) Deviating from their original planned route (often direct routing (DCT)).
- In 35% of all reported ATFCM over-deliveries during 2008, the actual FL was different to the RFL in the Flight Plan.

IMPACT FROM AN ATFCM POINT OF VIEW

- The network impact of the over-delivery can result in:
 - a) Wasted capacity in some sectors;
 - b) Potentially excessive workload;
 - c) An overall lack of confidence in the accuracy of forecast traffic counts. Accurate and reliable flight plan data is an essential prerequisite for correct sector counts, i.e. to protect ATC from overloads;
 - d) Protective capacity reduction;
 - e) Increased workload, stress or working conditions such that the ability of ATC controller to handle the traffic may be significantly impaired and thus a safety issue.

SUPPORT REQUESTED

- ANSPs, airport and aircraft operators are invited to respond to the following questions:
 1. How does **non**-adherence of EOBT/CTOT, requested level, or change of routeings affect your operations?
 2. What are the possible reasons (root causes) of non-adherence?
 3. What are your recommendations or proposed solutions to improve adherence and avoid re-occurrence?
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DISCLAIMER

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