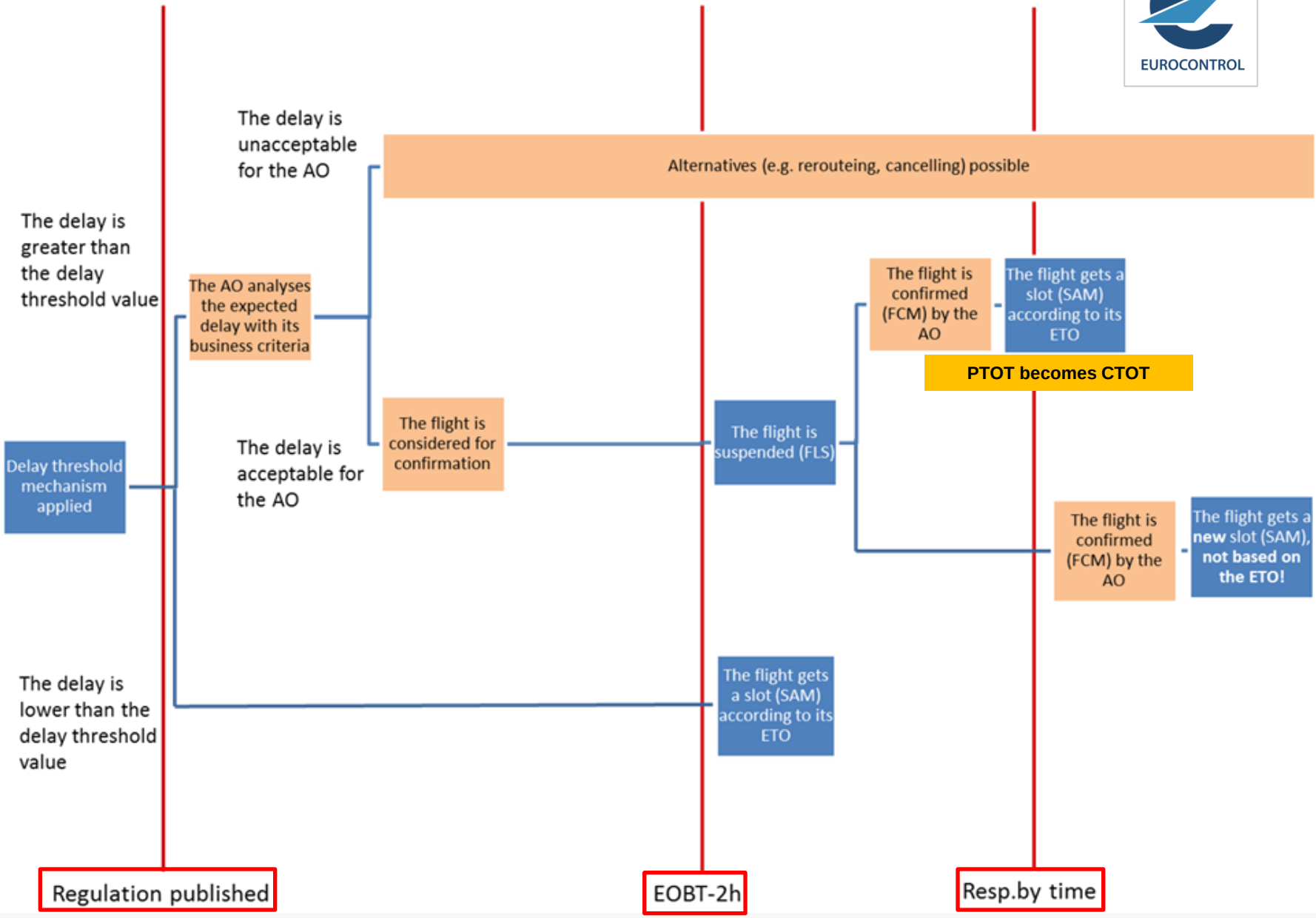
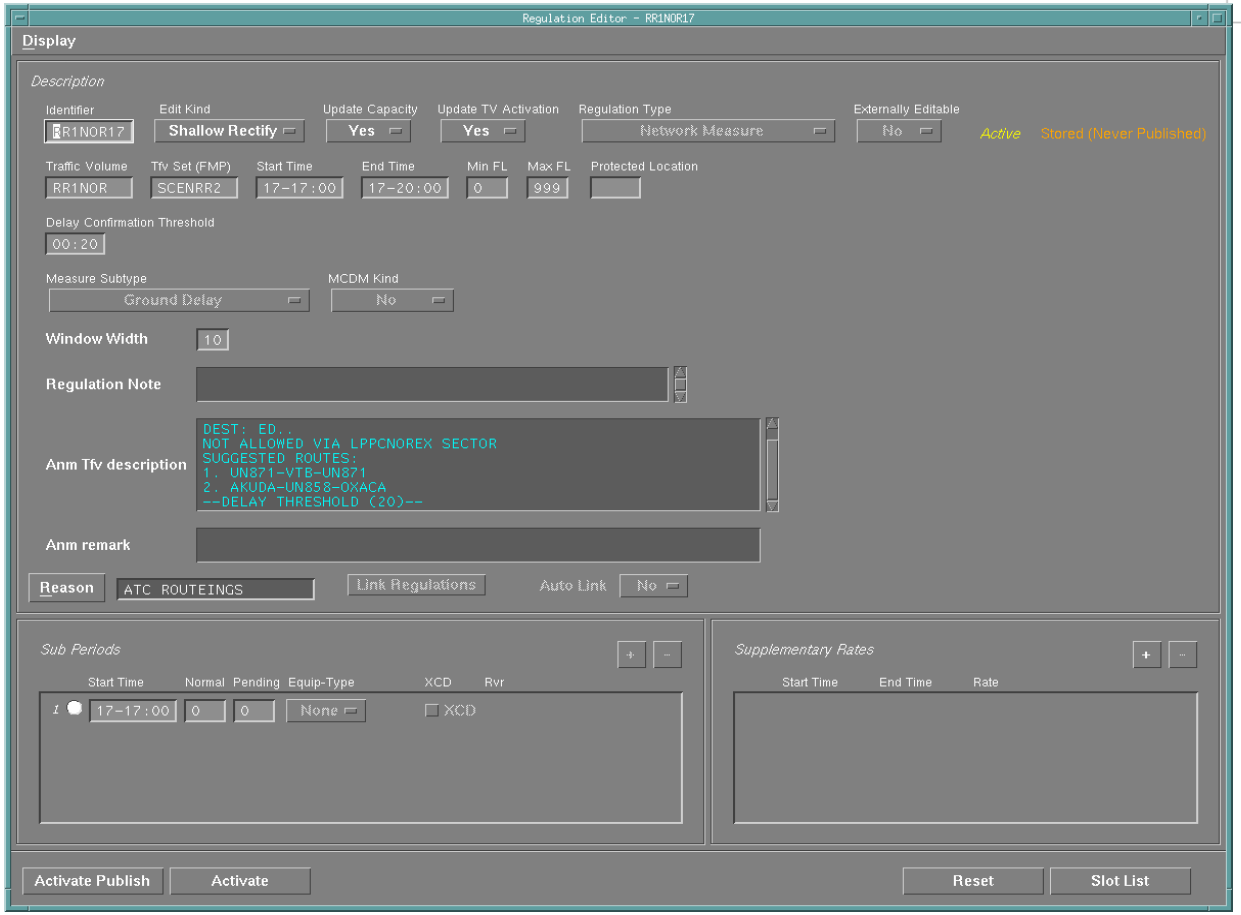
Flow Management Position Guide

Overview


The delay is unacceptable for the AO
Alternatives (e.g. rerouteing, cancelling) possible
The delay is greater than the delay threshold value
The AO analyses the expected delay with its business criteria
The flight is confirmed (FCM) by the AO
The flight gets a slot (SAM) according to its ETO
PTOT becomes CTOT
The flight is considered for confirmation
The flight is suspended (FLS)
Delay threshold mechanism applied
The delay is acceptable for the AO
The flight is confirmed (FCM) by the AO
The flight gets a new slot (SAM), not based on the ETO!
The flight gets a slot (SAM) according to its ETO
The delay is lower than the delay threshold value
Regulation published
EOBT-2h
Resp.by time

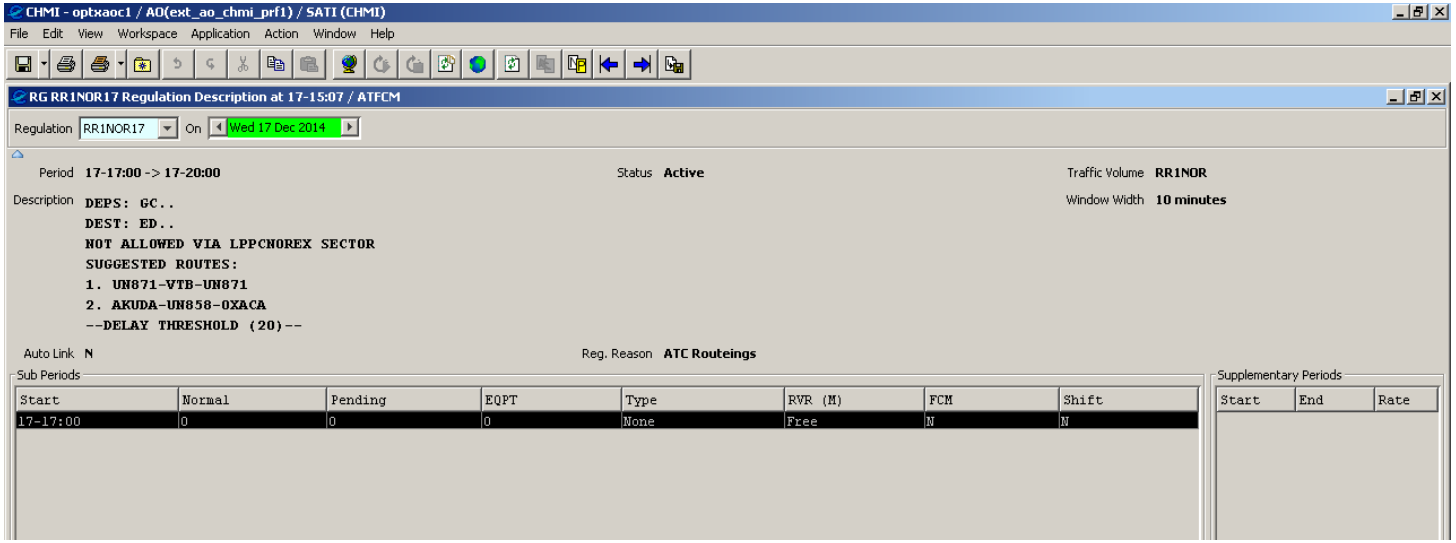
Regulation Display

1 - Delay Threshold Scenario regulation is created



1. NMOC creates a regulation after coordination with the FMP.
2. The example above shows a scenario on RR1NOR with delay confirmation threshold of 20 min.
3. Delay threshold replaces the classic XCD/FCM regulation.

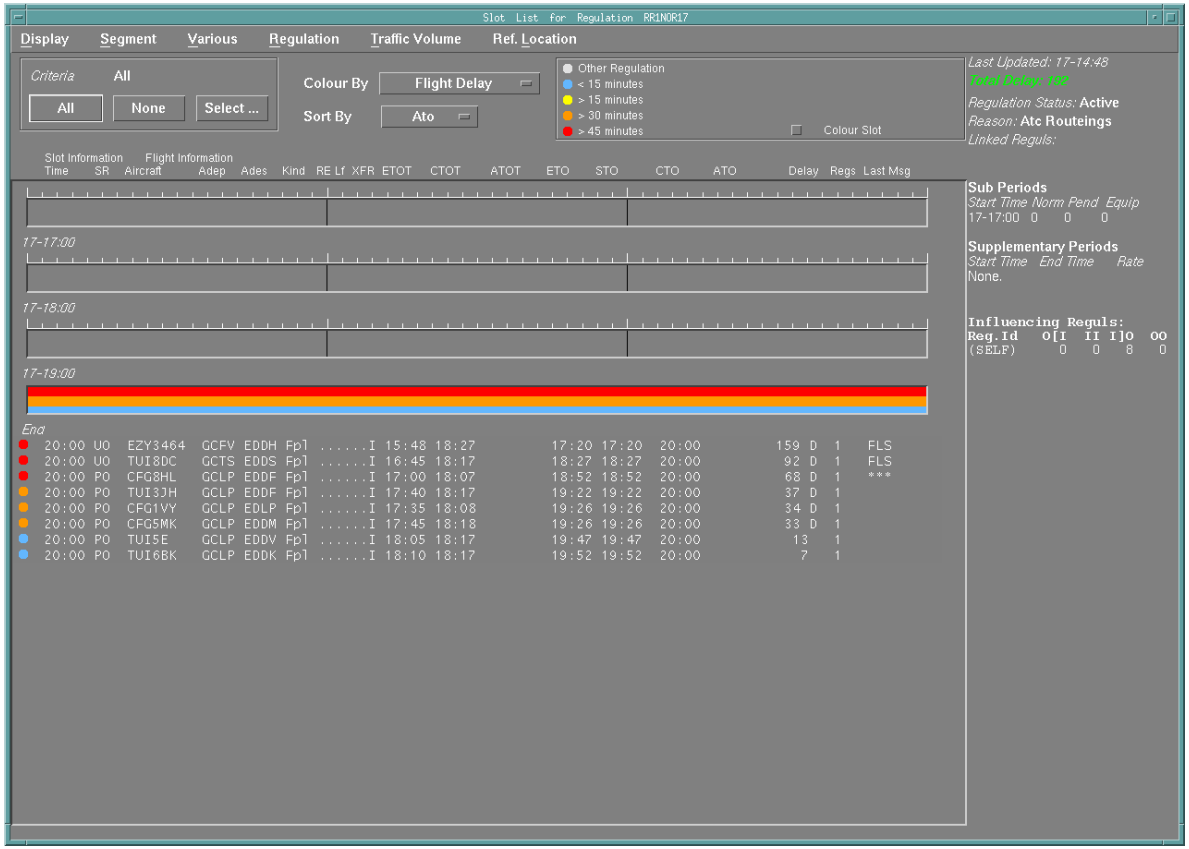
2 - Visualizing the Regulation Description in CHMI



1. From the FMP Monitor or CASA Regulations open the regulations description.
2. The Delay Threshold Value is presented below the Description field.
3. The convention used is:
   --DELAY THRESHOLD (xx)—
   where xx is the value expressed in minutes.

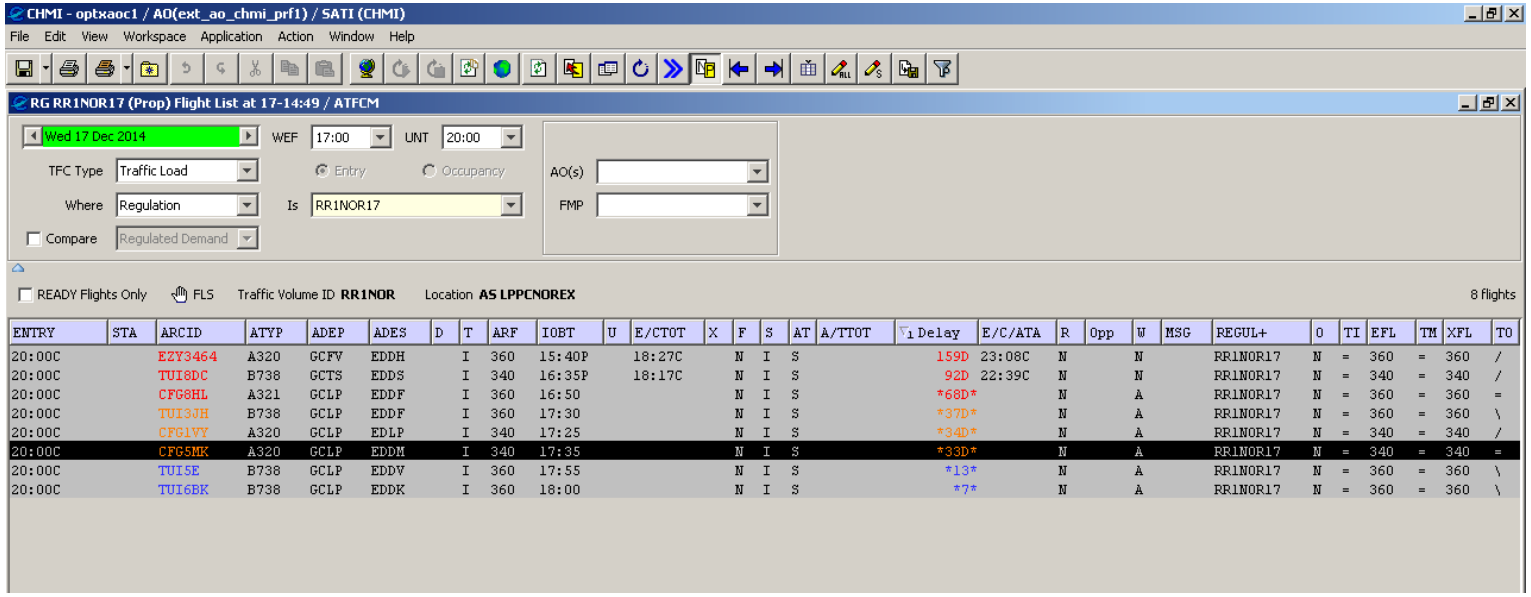
Slot Lists and Flight Lists

1 – Visualizing Slot list in the ETFMS



1. All flights shifted at the end of the regulation.
2. Flights with a delay larger than the Delay Threshold (20 min) will be suspended at EBOT – 2 h.
3. Their expected delay is displayed along with ‘D’.
4. Flights with a delay lower than the Delay Threshold are allocated.

2 – Checking Regulation Flight List in CHMI

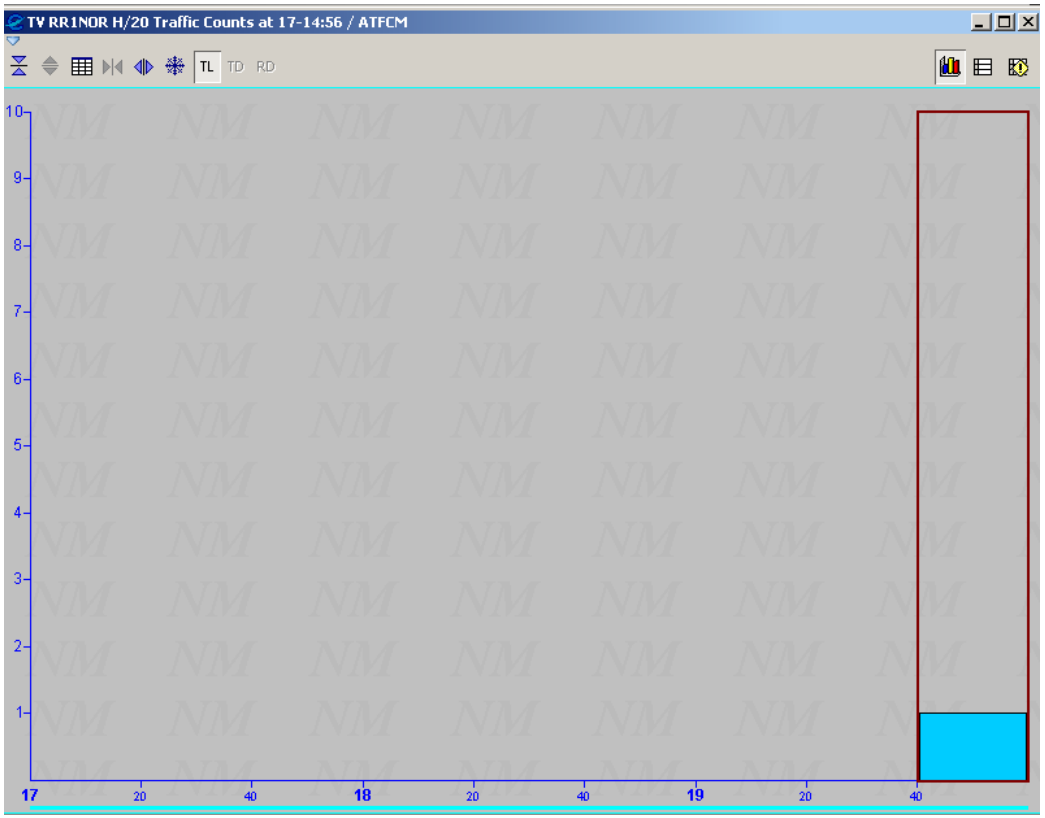


ENTRY	STA	ARCID	ATYP	ADEP	ADES	D	T	ARF	IOBT	U	E/CTOT	X	F	S	AT	A/TTOT	Delay	E/C/ATA	R	Opp	W	MSG	REGUL+	O	TI	EFL	TM	XFL	TO
20:00C		EZY3464	A320	GCFV	EDDH		I	360	15:40P		18:27C		N	I	S		159D	23:08C	N		N		RR1NOR17	N	=	360	=	360	/
20:00C		TUI8DC	B738	GCTS	EDDS		I	340	16:35P		18:17C		N	I	S		92D	22:39C	N		N		RR1NOR17	N	=	340	=	340	/
20:00C		CFG8HL	A321	GCLP	EDDF		I	360	16:50				N	I	S		*68D*		N		A		RR1NOR17	N	=	360	=	360	=
20:00C		TUI3JH	B738	GCLP	EDDF		I	360	17:30				N	I	S		*37D*		N		A		RR1NOR17	N	=	360	=	360	\
20:00C		CFG1VY	A320	GCLP	EDLP		I	340	17:25				N	I	S		*34D*		N		A		RR1NOR17	N	=	340	=	340	/
20:00C		CFG5MK	A320	GCLP	EDDM		I	340	17:35				N	I	S		*33D*		N		A		RR1NOR17	N	=	340	=	340	=
20:00C		TUI5E	B738	GCLP	EDDV		I	360	17:55				N	I	S		*13*		N		A		RR1NOR17	N	=	360	=	360	\
20:00C		TUI6BK	B738	GCLP	EDDK		I	360	18:00				N	I	S		*7*		N		A		RR1NOR17	N	=	360	=	360	\

1. Select Regulation Flight List or Traffic Volume Flights list.
2. All flights are shifted and visible at the end of the regulation.
3. Flights with a delay larger than the Delay Threshold (20 min) will be suspended at EBOT – 2 h.
4. Their expected delay is displayed along with ‘D’.
5. Flights with a delay lower than the Delay Threshold will be allocated EBOT – 2 h.

Load Monitoring

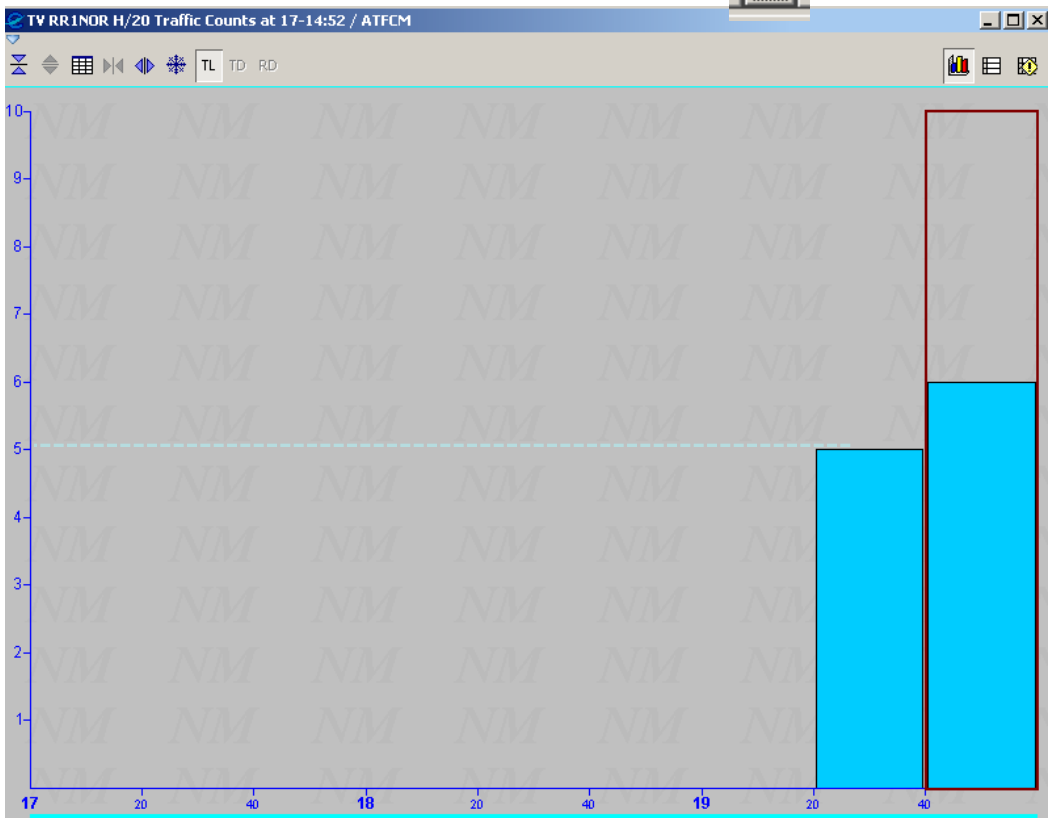
1 - Load Monitoring with Current FCM Mechanism Normal/Proposal Load



1. The example above shows how, with the classic XCD/FCM regulation, the flights are suspended and disappear from the load.
2. Note that flights are only visible under the suspended flight list.

2 - Load Monitoring with Delay Threshold Mechanism

Normal Load

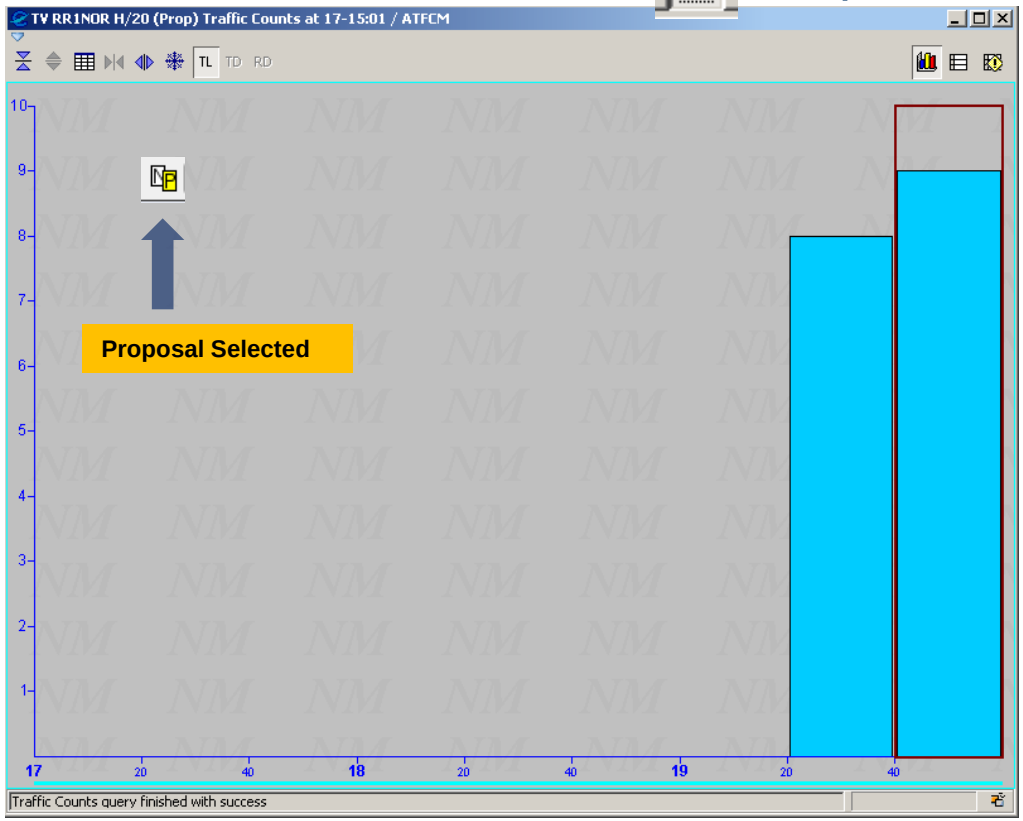


Under normal load, the load value presented (5) includes the following flights:

1. Flights with delay below the threshold – Normal flight.
2. Note that with classic XCD/FCM behaviour no flight was presented, therefore no monitoring was possible.

3 - Load Monitoring with Delay Threshold Mechanism

Proposal Load

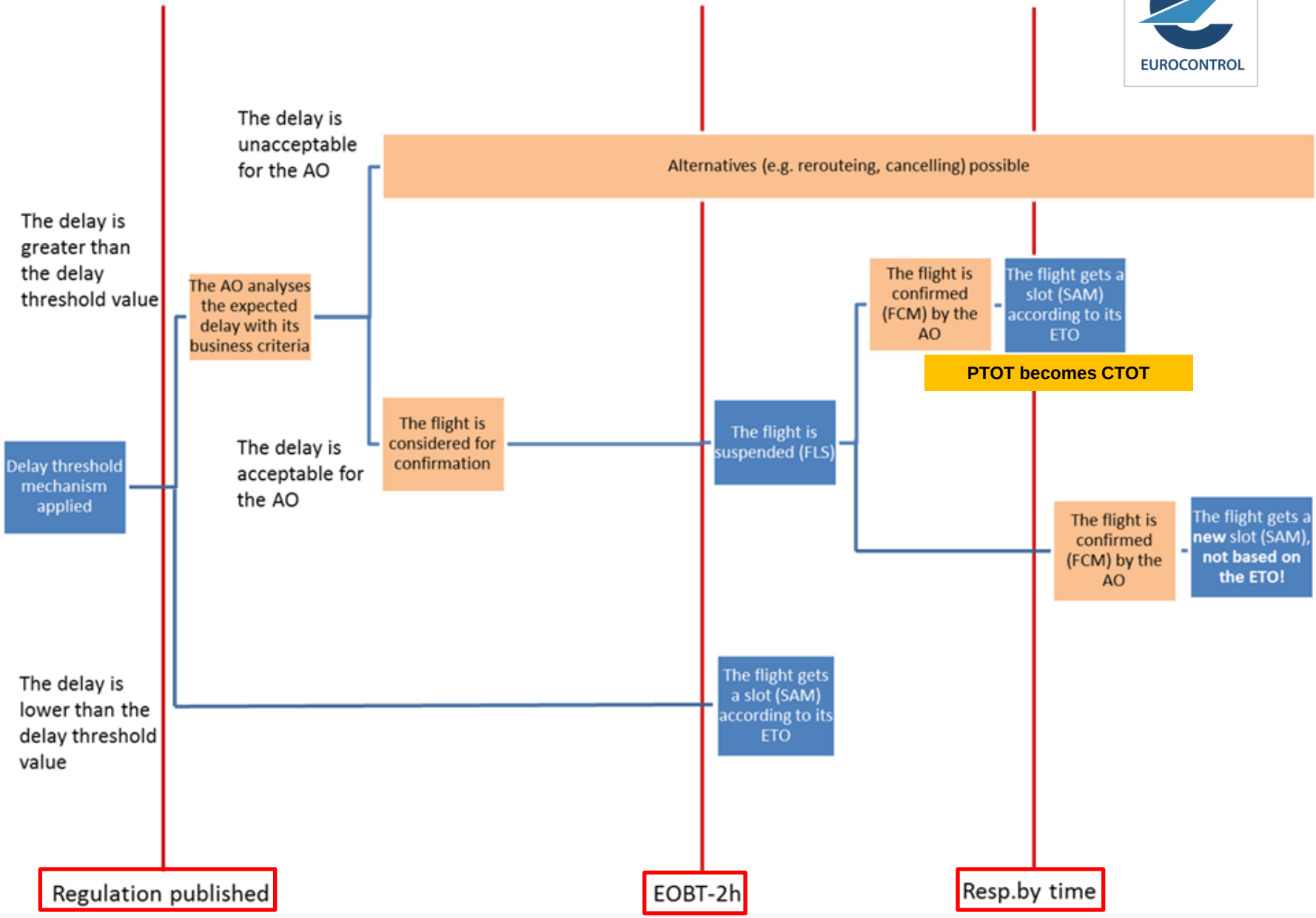


Under proposal load, the load value presented (9) includes the following flights:

1. Flights with delay below the threshold – Normal flight.
2. Flights with delay above the threshold during Response by time – Proposal flight.
3. Note that with classic XCD/FCM behavior no flight was presented, therefore no monitoring was possible.

Aircraft Operators Guide

Overview


The delay is unacceptable for the AO
Alternatives (e.g. rerouteing, cancelling) possible
The delay is greater than the delay threshold value
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The flight is confirmed (FCM) by the AO
The flight gets a slot (SAM) according to its ETO
PTOT becomes CTOT
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Delay threshold mechanism applied
The delay is acceptable for the AO
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The flight gets a new slot (SAM), not based on the ETO!
The flight gets a slot (SAM) according to its ETO
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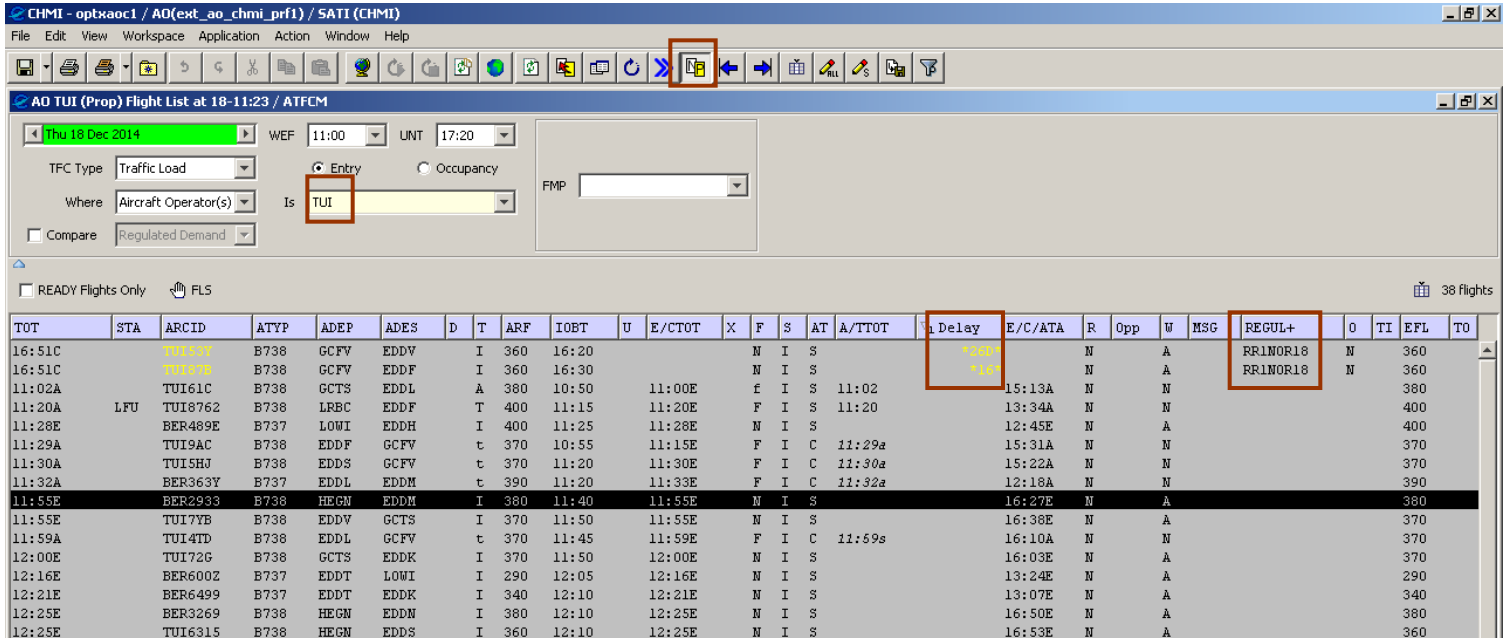
Regulation published
EOBT-2h
Resp.by time

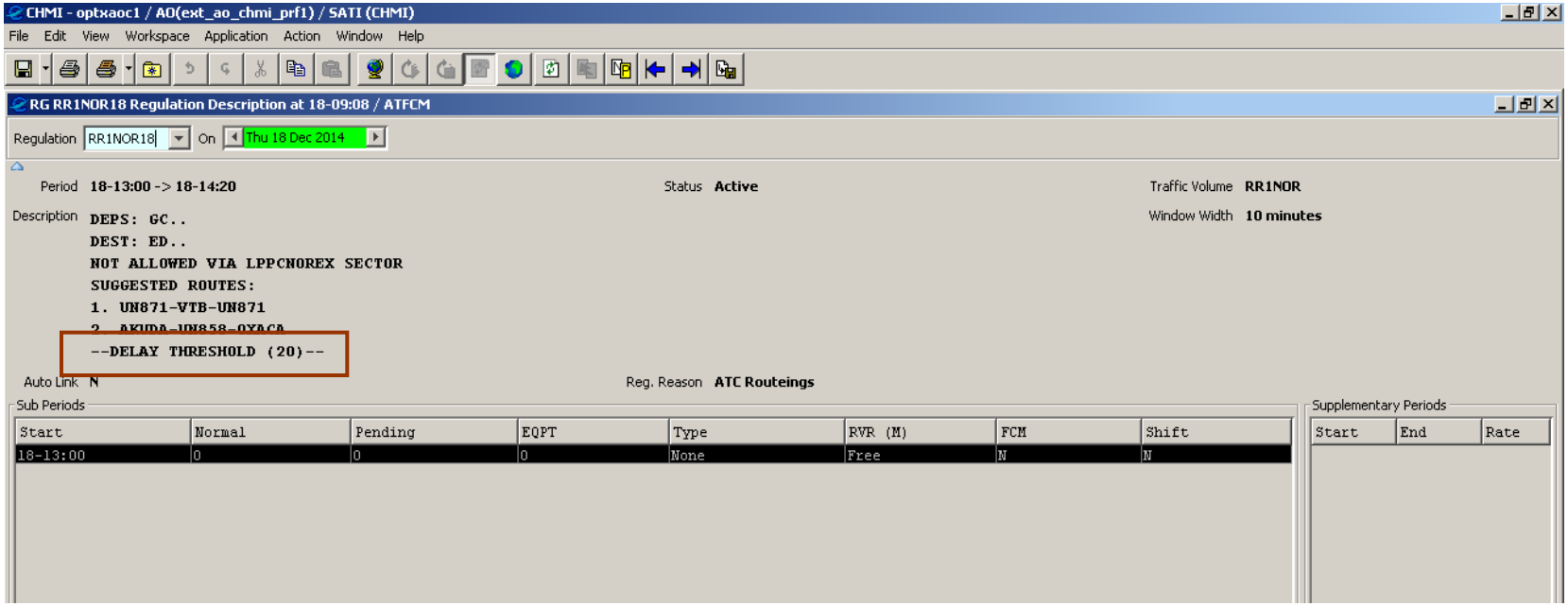
Monitoring Flights

1 - Monitoring flights affected by Delay Threshold



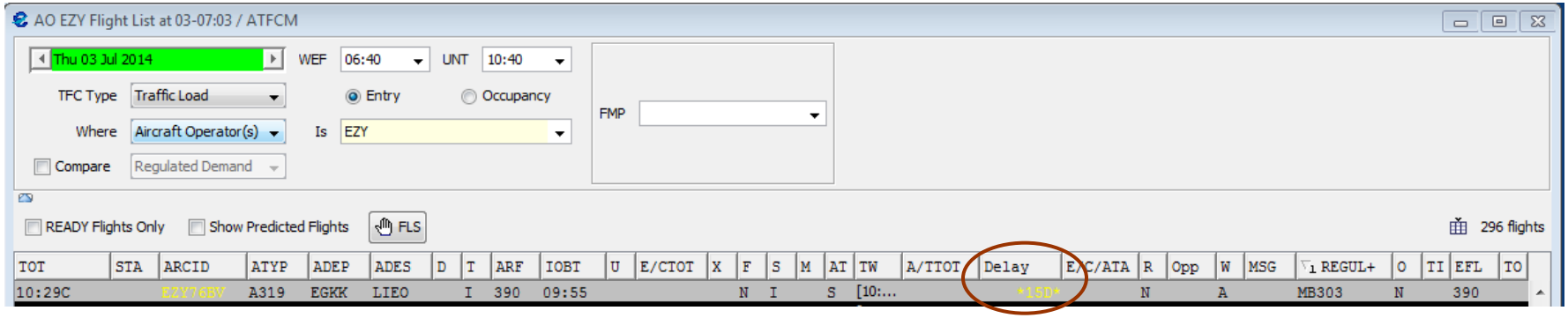
1. Open a Traffic Load flight list based on your Aircraft Operator ID.
2. Select ‘Proposal’ on the top bar (N/P button).
3. Delays are visible before EOBT-2h to help in decision making.
4. Flights affected by Delay Threshold present a ‘D’ in the delay column.
5. The ‘REGUL+’ column indicates the ID of the regulation.
6. The ‘MSG’ column indicates the last message received.
7. Remember that flights with delay above the Threshold will be suspended at EOBT-2h.
8. Remember that flights with delay below the Threshold will be allocated at EOBT-2h.

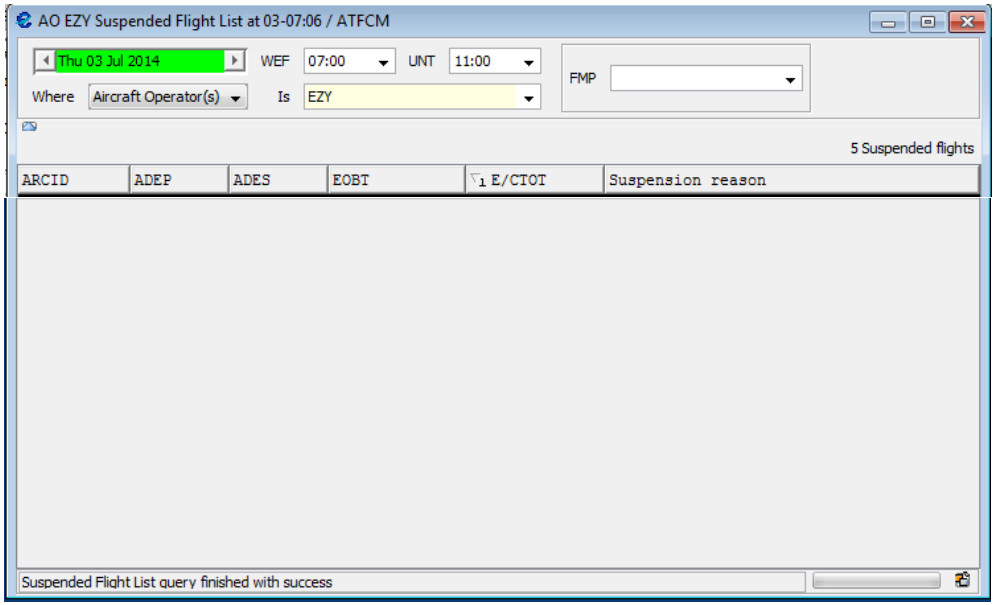
2 - Checking Delay Threshold regulation value



1. Open a Regulation Description display.
2. The last line of the Description field indicates the Delay Threshold value.
3. Remember that flights with delay above the Threshold will be suspended at EOBT-2h.
4. Remember that flights with delay below the Threshold will be allocated at EOBT-2h.

3 - Delay Threshold replace FCM suspension mechanism

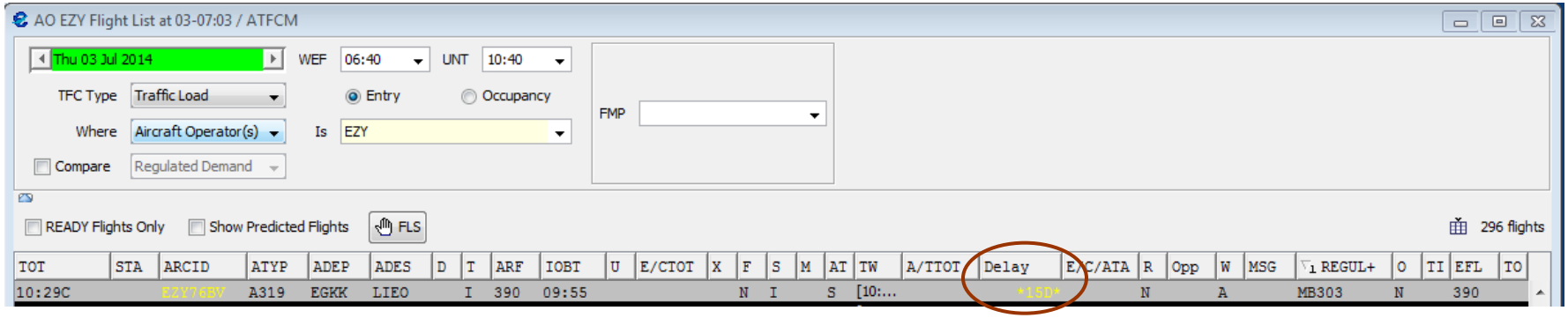


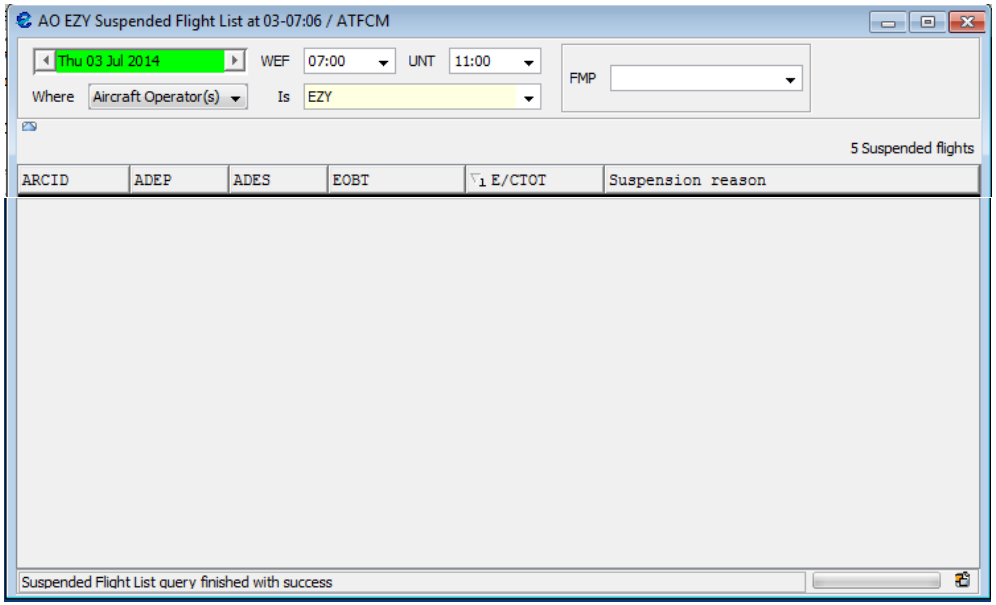


With the new mechanism:

- Only flights that are not confirmed before resp.by time will be kept suspended.
- These flights disappear from the flight list and are visible only in the suspended flight list.

3 - Delay Threshold replace FCM suspension mechanism

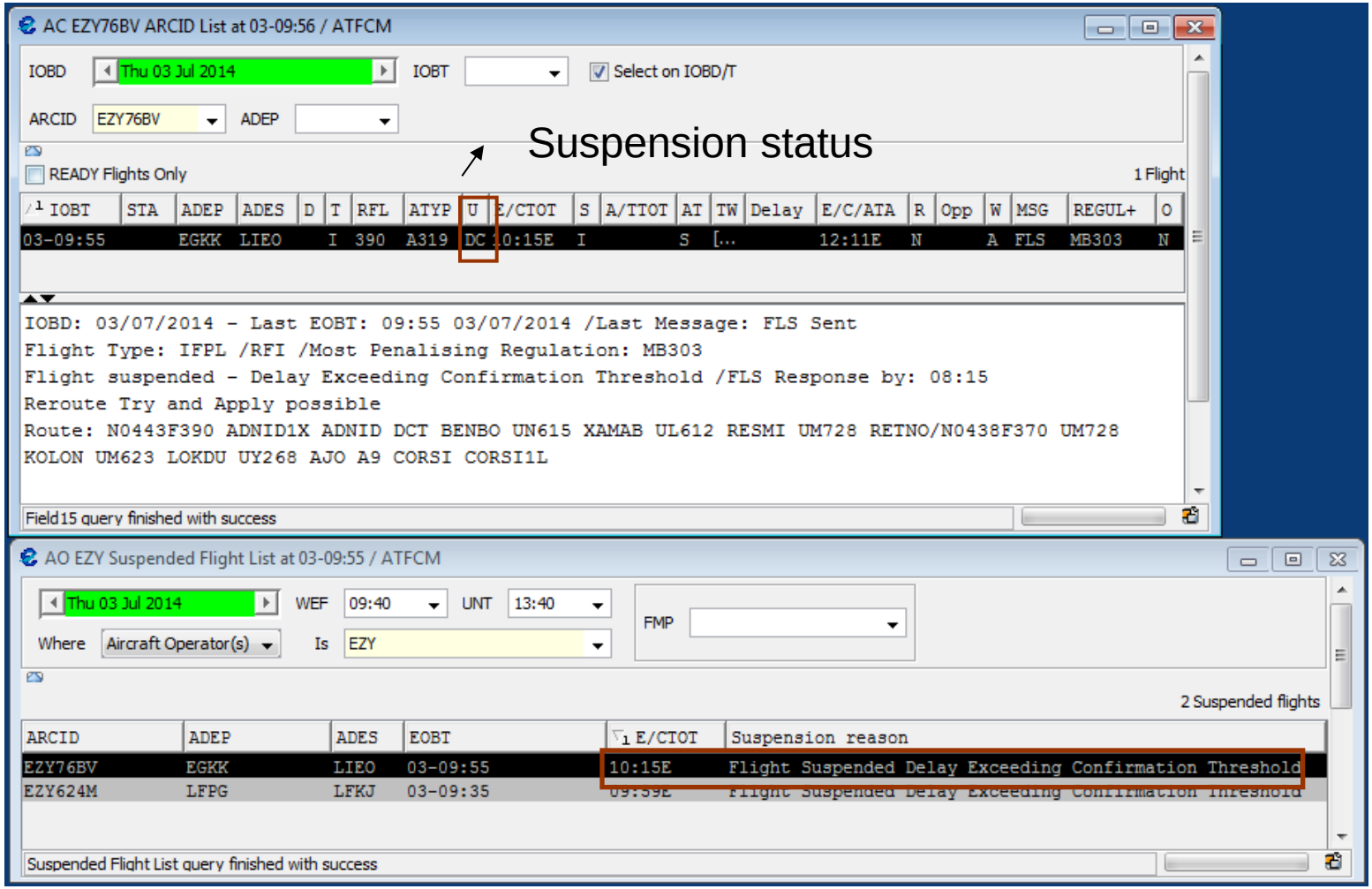




With the classic XCD/FCM mechanism:

- All flights are suspended without resp.by time.
- Flights are only visible in the suspended flight list.

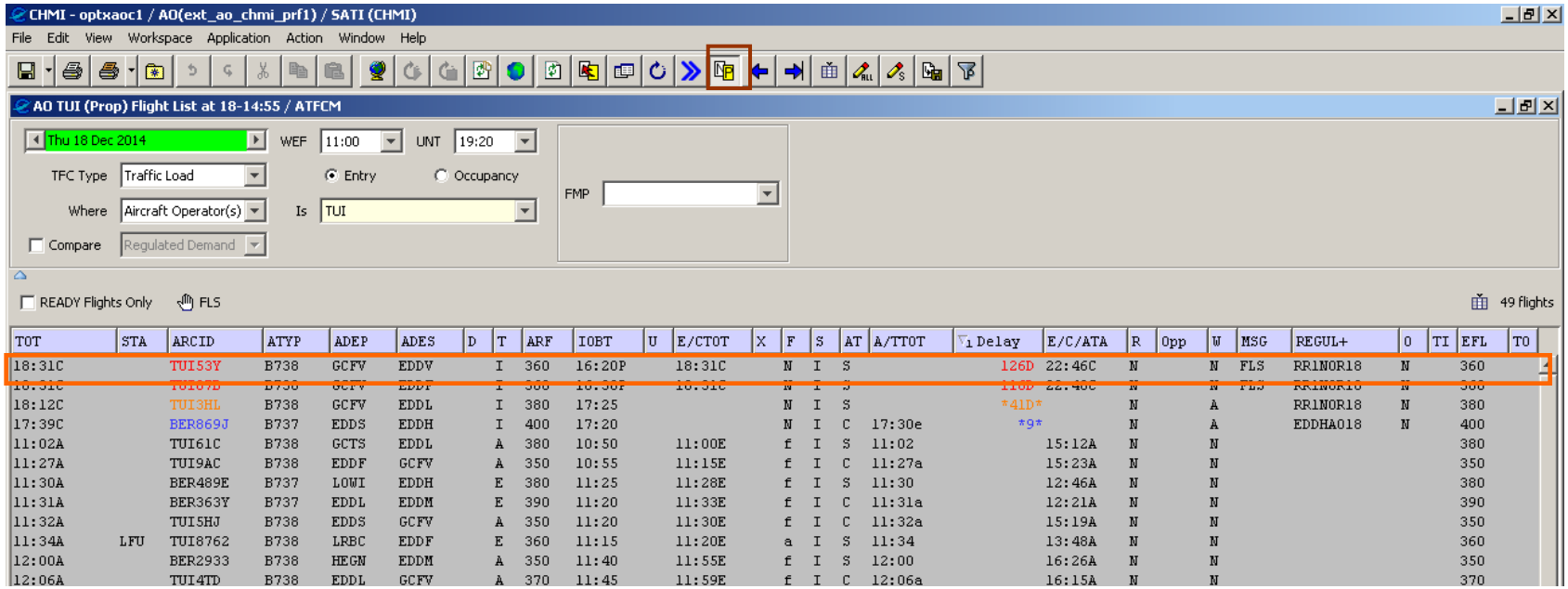
4 - Checking Delay Threshold suspension status



Decision Making Process

- Case 1 – Rerouting / Cancel / Refile
- Case 2 – Allocated (No action)
- Case 3 – Confirmation of Delay during resp.by
- Case 4 – Confirmation of Delay after resp.by

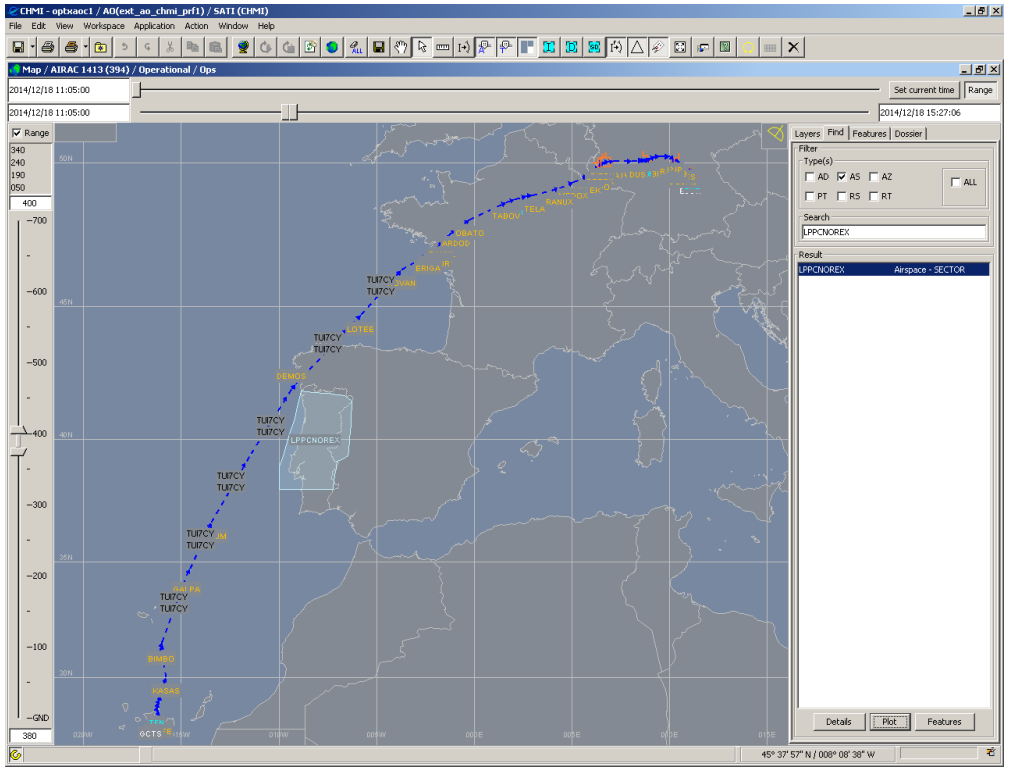
Case 1 – Flight decides to reroute based on delay information



TOT	STA	ARCID	ATYP	ADEP	ADES	D	T	ARF	IOBT	U	E/CTOT	X	F	S	AT	A/TTOT	Delay	E/C/ATA	R	Opp	W	MSG	REGUL+	O	TI	EFL	TO
18:31C		TUI53Y	B738	GCFV	EDDV		I	360	16:20P		18:31C		N	I	S		126D	22:46C	N		N	FLS	RR1NOR18	N		360	
18:31C		TUI67B	B738	GCFV	EDDF		I	380	16:36P		18:31C		N	I	S		116D	22:46C	N		N	FLS	RR1NOR18	N		380	
18:12C		TUI3HL	B738	GCFV	EDDL		I	380	17:25				N	I	S		*41D*		N		A		RR1NOR18	N		380	
17:39C		BER869J	B737	EDDS	EDDH		I	400	17:20				N	I	C	17:30e	*9*		N		A		EDDHA018	N		400	
11:02A		TUI61C	B738	GCTS	EDDL		A	380	10:50		11:00E		f	I	S	11:02		15:12A	N		N					380	
11:27A		TUI9AC	B738	EDDF	GCFV		A	350	10:55		11:15E		f	I	C	11:27a		15:23A	N		N					350	
11:30A		BER489E	B737	LOWI	EDDH		E	380	11:25		11:28E		f	I	S	11:30		12:46A	N		N					380	
11:31A		BER363Y	B737	EDDL	EDDM		E	390	11:20		11:33E		f	I	C	11:31a		12:21A	N		N					390	
11:32A		TUI5HJ	B738	EDDS	GCFV		A	350	11:20		11:30E		f	I	C	11:32a		15:19A	N		N					350	
11:34A	LFU	TUI8762	B738	LRBC	EDDF		E	360	11:15		11:20E		a	I	S	11:34		13:48A	N		N					360	
12:00A		BER2933	B738	HEGN	EDDM		A	350	11:40		11:55E		f	I	S	12:00		16:26A	N		N					350	
12:06A		TUI4TD	B738	EDDL	GCFV		A	370	11:45		11:59E		f	I	C	12:06a		16:15A	N		N					370	

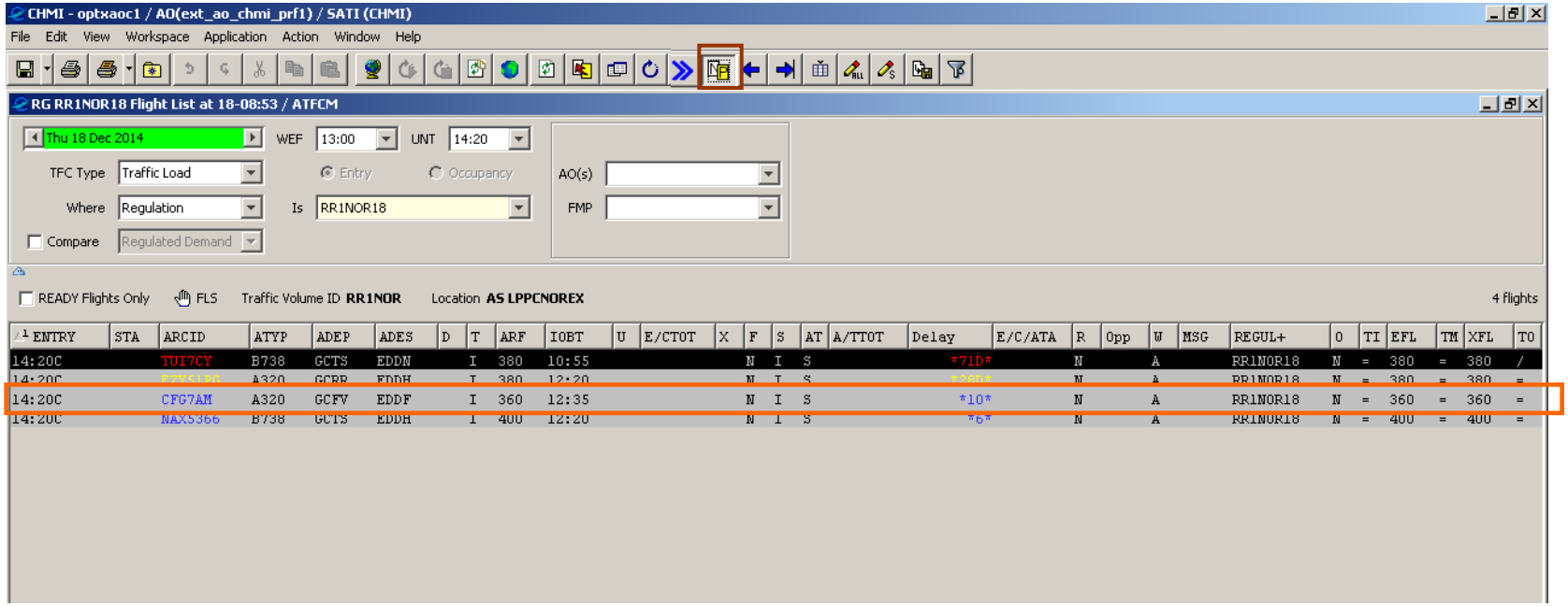
1. These flights can be identified as they do present a ‘D’ in the delay column.
2. The MSG column is blank before EOBT-2.
3. Flights with a delay greater than the Delay Threshold will be suspended and will receive an FLS at EOBT-2h.
4. The MSG column present FLS string if no action is taken before EOBT-2.

Case 1 – Flight decides to reroute based on delay information



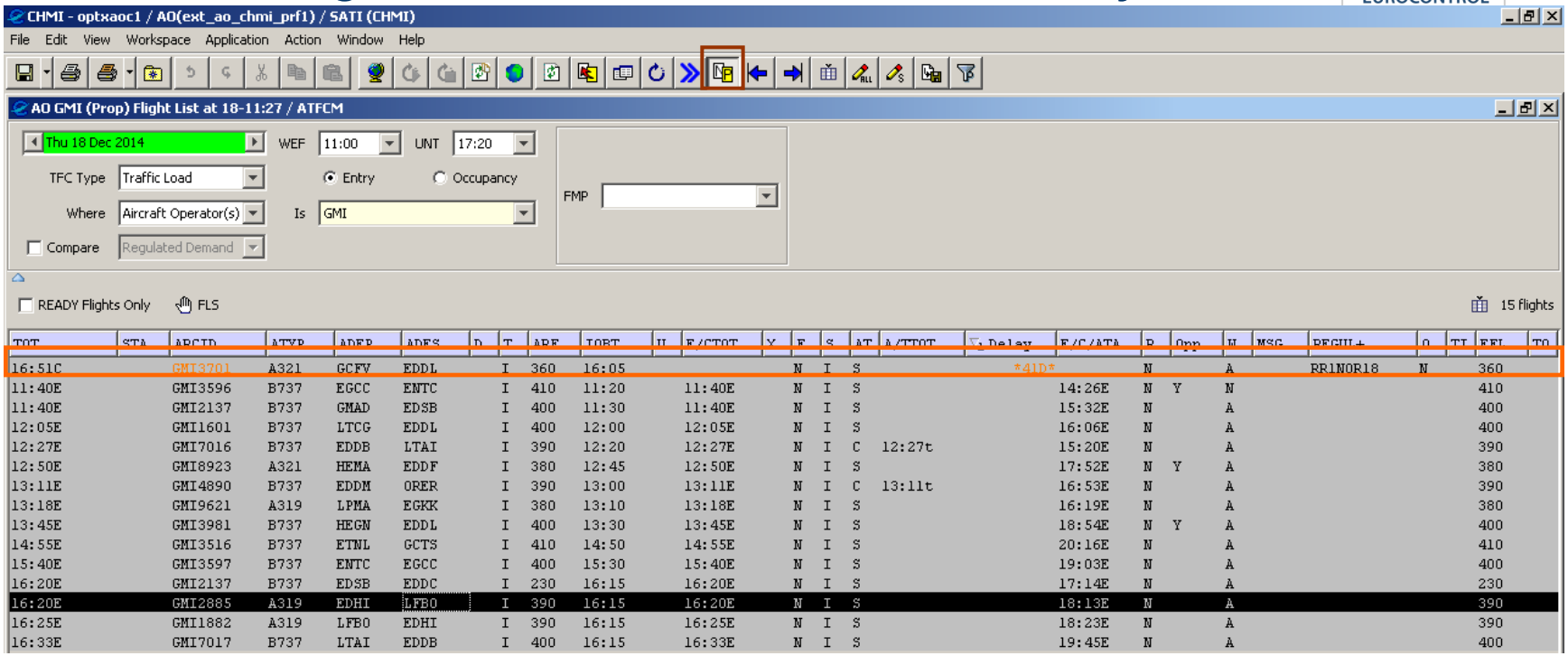
5. TUI analyses the delay impact in the flight list before EOBT-2h.
6. Rerouting is considered as the best option.
7. TUI decides to refile before/after EOBT -2h to avoid the delays given by the scenario.

Case 2 – Flight is allocated



1. Flights with a delay lower than the Delay Threshold can be identified as they do not present a ‘D’ in the delay column.
2. The MSG column is blank before EOBT-2h.
3. These flights will not be suspended and will receive a SAM at EOBT-2h
4. The MSG column present SAM string.
5. No further action from the AO if the delay is acceptable .

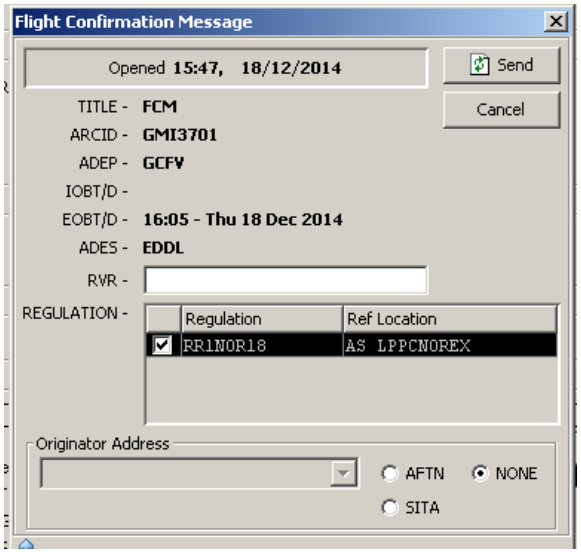
Case 3 – Flight decides to confirm the delay



TOT	STA	ARCID	ATYP	ADEP	ADES	D	T	ARF	IOBT	U	E/CTOT	X	E	S	AT	A/TTOT	Delay	E/C/ATA	R	Opp	W	MSG	REGUL+	O	TI	EEL	TO
16:51C		GMI3701	A321	GCFV	EDDL		I	360	16:05				N	I	S		*41D*		N		A		RR1NOR18	N		360	
11:40E		GMI3596	B737	EGCC	ENTC		I	410	11:20		11:40E		N	I	S			14:26E	N	Y	N					410	
11:40E		GMI2137	B737	GMAD	EDSB		I	400	11:30		11:40E		N	I	S			15:32E	N		A					400	
12:05E		GMI1601	B737	LTCG	EDDL		I	400	12:00		12:05E		N	I	S			16:06E	N		A					400	
12:27E		GMI7016	B737	EDDB	LTAI		I	390	12:20		12:27E		N	I	C	12:27t		15:20E	N		A					390	
12:50E		GMI8923	A321	HEMA	EDDF		I	380	12:45		12:50E		N	I	S			17:52E	N	Y	A					380	
13:11E		GMI4890	B737	EDDM	ORER		I	390	13:00		13:11E		N	I	C	13:11t		16:53E	N		A					390	
13:18E		GMI9621	A319	LPMA	EGKK		I	380	13:10		13:18E		N	I	S			16:19E	N		A					380	
13:45E		GMI3981	B737	HEGN	EDDL		I	400	13:30		13:45E		N	I	S			18:54E	N	Y	A					400	
14:55E		GMI3516	B737	ETNL	GCTS		I	410	14:50		14:55E		N	I	S			20:16E	N		A					410	
15:40E		GMI3597	B737	ENTC	EGCC		I	400	15:30		15:40E		N	I	S			19:03E	N		A					400	
16:20E		GMI2137	B737	EDSB	EDDC		I	230	16:15		16:20E		N	I	S			17:14E	N		A					230	
16:20E		GMI2885	A319	EDHI	LFBO		I	390	16:15		16:20E		N	I	S			18:13E	N		A					390	
16:25E		GMI1882	A319	LFBO	EDHI		I	390	16:15		16:25E		N	I	S			18:23E	N		A					390	
16:33E		GMI7017	B737	LTAI	EDDB		I	400	16:15		16:33E		N	I	S			19:45E	N		A					400	

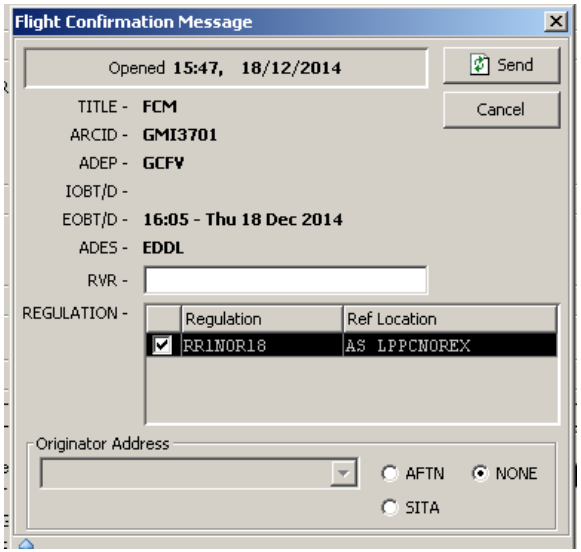
1. The expected delay (71) is above the Threshold value (20). The delay of the flight is to be monitored until EOBT-2h.
2. GMI analyses the delay impact in the flight list before EOBT-2h.
3. Last Message column (MSG) is empty.

Case 3 – Flight decides to confirm the delay during Resp.by



4. The flight is suspended at EOBT-2h as the delay (71) remains the same and is still above Threshold (20).
5. The flight receives an FLS and the MSG column presents FLS string.
6. GMI already decided that the delay is acceptable.
7. GMI opens the suspended flight list and sends an FCM within the response by time (20).
8. The flight gets the booked slot and receives a SAM with the expected delay.
9. The MSG column present SAM string.

Case 4 – Flight decides to confirm the delay after resp.by



The flight is in the situation described as Case 3, with the following differences:

1. The flight is **not in the load flight list** anymore.
2. The flight is in the suspended flight list.
3. The **slot booked** based on the ETO of the flight is **lost**.

FLS messsage example

```
Classification: Flight Messages (Outgoing)
Kind          : FLS
Subject       : Aircraft AFR8788
Period        : 11-06:10 to 11-06:11                Matching entries : 1
Last Updated: 11-08:21
DD-HH:MM Subject     Correspondent
-------- -------     -------------
11-06:10 AFR8788   - LFFAPVPX        @AFTN
Message :
Sent to: LFFAPVPX        @AFTN YKTESTCA        @AFTN GMMMZQZX        @AFTN TLSMDAF
@SITA LFPOZPZX        @AFTN LFPOYEYX        @AFTN. Message description:-TITLE FLS
-ARCID AFR8788
-IFPLID AA00002595
-ADEP LFPO
-ADES GMMN
-EOBD 981111
-EOBT 0810
-PTOT 1000 (NEW)
-RESPBY 0630
-REGUL DTS9811
COMMENT SUSPENDED DUE TO DELAY EXCEEDING THRESHOLD VALUE.
  SEND FCM BEFORE RESPBY TO SECURE PTOT. ALTERNATIVELY, REROUTE,
   OR UPDATE EOBT WITH A DLA MSG, OR CNL
-TAXITIME 0010
-REGCAUSE CE 81
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