

Customised Flight List Alerts

The NMP Flight concept is to "Manage by exception" which is a concept that focuses on giving attention to deviations and unusual occurrences rather than constantly monitoring routine operations. Your attention can be drawn to the status of a flight in a variety of ways, by means of the Customise Alerts component.

Such alerts are shown in two different ways, to draw your attention to the concerned flight(s):

1. Focus Alerts
2. User Alerts

The screenshot shows a flight list table with columns: ADES, EOBT, E/CTOT, TOT, REGUL+, E/C/ATA, Alerts, and e-Helpdesk Status. A dropdown menu is open over the 'Alerts' column, showing options: ACFT registration mismatch at A-CDM (0), ACFT type mismatch at A-CDM (0), EOBT/TOBT mismatch at A-CDM (5), and Flight with helpdesk proposal pending (0). A tooltip for the selected flight (KLAX) shows 'EOBT mismatch at A-CDM' with buttons for 'CDM-EOBT' and 'CDM-TOBT'. Red circles 1 and 2 highlight the alert configuration area and the alert buttons respectively.

ADES	EOBT	E/CTOT	TOT	REGUL+	E/C/ATA	Alerts	e-Helpdesk Status
EGLL	11-10:55	11:08E	11:08T		11:44E		
EGLL	11-10:55	11:10E	11:10E		12:00E		
MMUN	11-10:45	11:10E	11:10E		21:20E		
KLAX	11-10:10	11:10E	11:10T		21:32E	EOBT mismatch at A-CDM	
EGLL	11-10:55	11:11E	11:11T		12:14E		
EHAM	11-10:55	11:14E	11:14T		11:54E		

Alert Configuration

The Customise Alerts component can be opened in two ways, by selecting the Manage Alerts option:

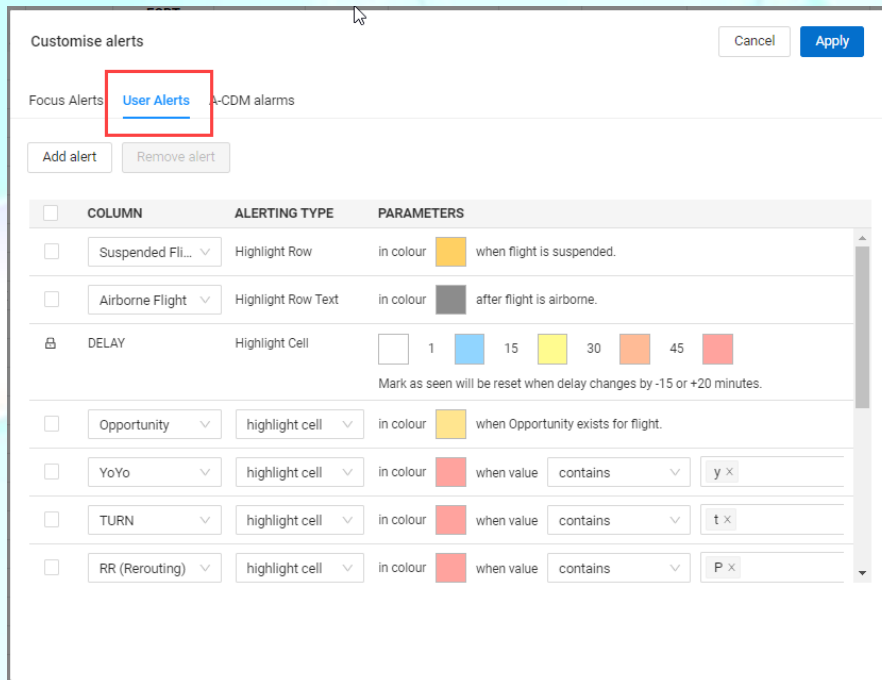
1. From a column header
2. From the settings menu

The screenshot shows a flight list table with columns: ARCID, REG, ADEP, ADES, EOBT, EOBT Validity, E/CTOT, DELAY, REGUL+, OPP, NOTE, Alerts, and a settings icon. A dropdown menu is open over the 'Alerts' column, showing options: Add/Remove Columns, Clear Filters & Sorts, Manage Filters & Sorts, Save as Default, and Manage Alerts. Red circles 1 and 2 highlight the 'Manage Alerts' option in the dropdown and the settings icon respectively.

ARCID	REG	ADEP	ADES	EOBT	EOBT Validity	E/CTOT	DELAY	REGUL+	OPP	NOTE	Alerts
BAW564Y	GTTH			11-07:25		07:42E					
BAW894	GTTH			11-07:25		07:42E					
SHT9B	GEU			11-07:30		07:45E					
BAW4MJ	OHL			11-07:25		07:47E					
SHT12K	GEU			11-07:40		07:48E					
SHT15A	GEU			11-07:40		07:50E					
BAW2DP	GEU			11-07:40		07:53C	0			FUK11	
SHT6G	GEUUN	EGLL C	EGPF	11-07:35		07:53E					

User Alerts

The User Alerts tab allows you to configure which alerts are to be displayed in the Flight List:

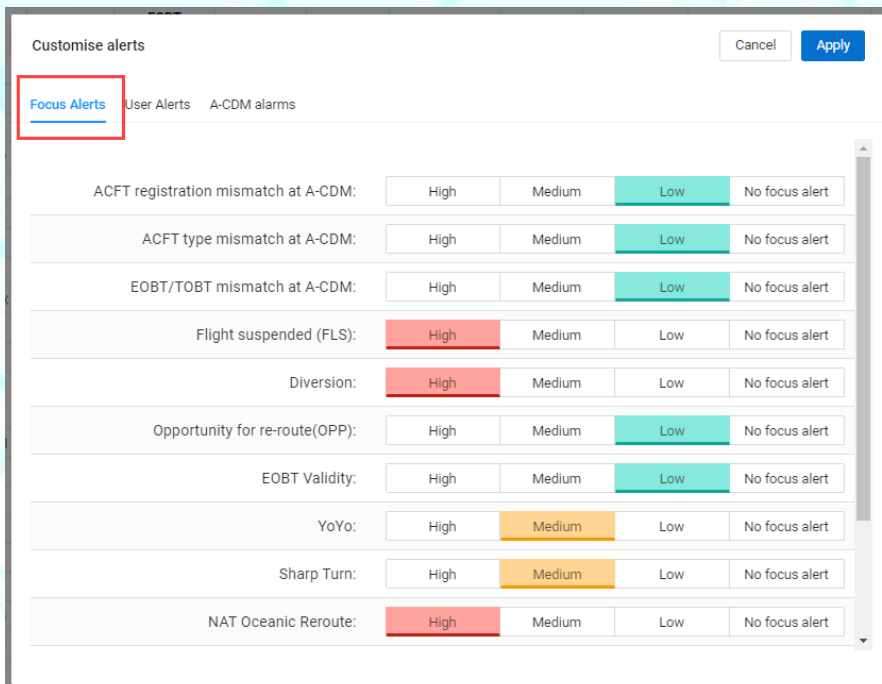


The screenshot shows the 'Customise alerts' dialog box with the 'User Alerts' tab selected. The dialog has 'Cancel' and 'Apply' buttons at the top right. Below the tab selection, there are 'Add alert' and 'Remove alert' buttons. The main area contains a table with columns 'COLUMN', 'ALERTING TYPE', and 'PARAMETERS'. The table lists various alert types and their configurations.

COLUMN	ALERTING TYPE	PARAMETERS
<input type="checkbox"/> Suspended Fil...	Highlight Row	in colour when flight is suspended.
<input type="checkbox"/> Airborne Flight	Highlight Row Text	in colour after flight is airborne.
<input checked="" type="checkbox"/> DELAY	Highlight Cell	<input type="checkbox"/> 1 15 30 45 Mark as seen will be reset when delay changes by -15 or +20 minutes.
<input type="checkbox"/> Opportunity	highlight cell	in colour when Opportunity exists for flight.
<input type="checkbox"/> YoYo	highlight cell	in colour when value contains <input type="text" value="y x"/>
<input type="checkbox"/> TURN	highlight cell	in colour when value contains <input type="text" value="t x"/>
<input type="checkbox"/> RR (Rerouting)	highlight cell	in colour when value contains <input type="text" value="P x"/>

Focus Alerts

The Focus Alerts tab allows you to configure which alerts are to be displayed in the Flight List Filter buttons:



The screenshot shows the 'Customise alerts' dialog box with the 'Focus Alerts' tab selected. The dialog has 'Cancel' and 'Apply' buttons at the top right. Below the tab selection, there are 'User Alerts' and 'A-CDM alarms' options. The main area contains a table with columns for alert types and their focus alert settings.

Alert Type	High	Medium	Low	No focus alert
ACFT registration mismatch at A-CDM:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ACFT type mismatch at A-CDM:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EOBT/TOBT mismatch at A-CDM:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Flight suspended (FLS):	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Diversion:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opportunity for re-route(OPP):	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EOBT Validity:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
YoYo:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sharp Turn:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NAT Oceanic Reroute:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Alert Display in the Flight List

User Alerts

The User Alerts are displayed in the flight list with the selected 'ALERTING TYPE' (defined in User Alerts configuration):

1. Highlight Row
2. Mark Row
3. Highlight Text
4. Highlight Cell

NOTE	ARCID	REG	ADEP	ADES	EOBT	E/CTOT	TOT	EOBT Validity	FADE DELAY Delay	Trend	REGUL+	E/C
>	BAW727G	GDBCE	LSGG C	EGLL	11-11:10	11:23C	11:30T		0		FUJ11E+	12
>	BAW3ET	GDBCB	EGLL C	EHAM	11-11:08	11:37E	11:37T					12
>	BAW8RM	GMIDO	EDDB C	EGLL	11-11:30	11:38E	11:54T					13
>	BAW143	GZBJH	EGLL C	VIDP	11-11:10	11:41E	11:49T					19
>	1 BAW9A	GXLEF	EGLL C	KDFW	11-11:40	11:55E	11:59T					21
>	SHT8A	GEUYD	EGLL C	EGPH	11-14:00	14:40E	14:40T					15
2	BAW352	GTTNN	EGLL C	LFMN	11-20:05	20:25E	20:25E	4	16	*0*	FHPKZ11N	22
	3 SHT86	GEUYL	EGLL C	EGPH	11-12:10	12:14E	12:14T					13
>	BAW9175	GVIIO	EGKK S	EGLL	11-11:30	11:55E	11:55E					12
>	BAW45EM	OHLXB	LEMD C	EGLL	11-11:00	11:15E	11:15E					13
>	SHT8F	GEUUS	EGLL C	EGPH	11-11:05	11:22E	11:33T					12

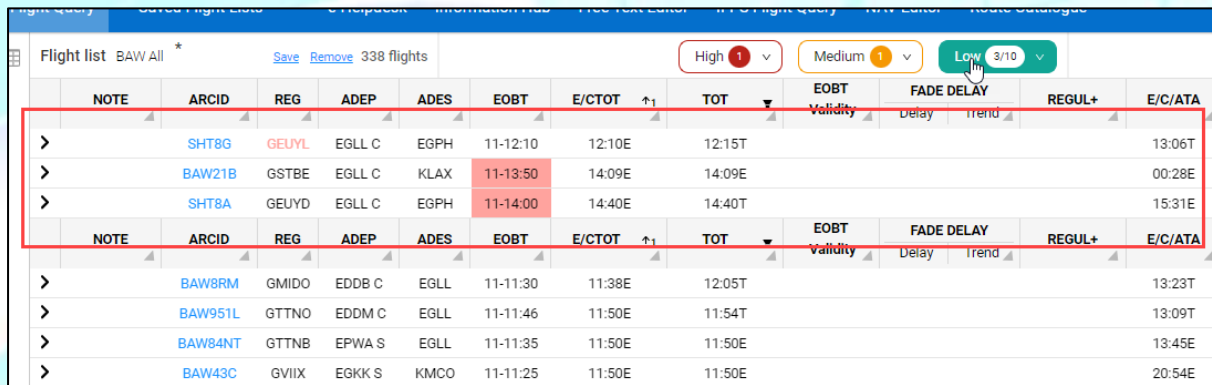
There is an optional 'Alerts' column that contains a tag for most User Alerts that have been configured and is applicable to the flight, even when the associated column is not shown:

NOTE	ARCID	REG	ADEP	ADES	EOBT	E/CTOT	TOT	EOBT Validity	FADE DELAY Delay	Trend	REGUL+	E/C/ATA	Alerts
>	BAW727G	GDBCE	LSGG C	EGLL	11-11:10	11:23C	11:30T		0		FUJ11E+	12:30T	De-icing
>	BAW3ET	GDBCB	EGLL C	EHAM	11-11:08	11:37E	11:37T					12:17T	De-icing
>	BAW8RM	GMIDO	EDDB C	EGLL	11-11:30	11:38E	11:54T					13:12T	De-icing
>	BAW143	GZBJH	EGLL C	VIDP	11-11:10	11:41E	11:49T					19:49T	De-icing
>	BAW9A	GXLEF	EGLL C	KDFW	11-11:40	11:55E	11:59T					21:25E	De-icing
>	SHT8A	GEUYD	EGLL C	EGPH	11-14:00	14:40E	14:40T					15:31E	CDM-EOBT CDM-TOBT
>	BAW352	GTTNN	EGLL C	LFMN	11-20:05	20:25E	20:25E	4	16	*0*	FHPKZ11N	22:00C	EOBT-VAL
>	SHT86	GEUYL	EGLL C	EGPH	11-12:10	12:14E	12:14T					13:05E	CDM-REG
>	BAW9175	GVIIO	EGKK S	EGLL	11-11:30	11:55E	11:55E					12:19E	TURN
>	BAW45EM	OHLXB	LEMD C	EGLL	11-11:00	11:15E	11:15E					13:10T	
>	SHT8F	GEUUS	EGLL C	EGPH	11-11:05	11:22E	11:33T					12:25T	

Focus Alerts

The three Focus Alert buttons at the top of the flight list indicate the number of flights belonging to the categories configured.

When clicking on one or more of the Focus Alert buttons, the associated flights are copied into a new table at the top of the flight list. Clicking again removes the view of those flights.



The screenshot shows a flight list interface with three focus alert buttons at the top: High (1), Medium (1), and Low (3/10). The table below displays flight details for BAW All, with three rows highlighted in red to show the focus alert functionality.

NOTE	ARCID	REG	ADEP	ADES	EOBT	E/CTOT	TOT	EOBT Validity	FADE DELAY Delay	Trend	REGUL+	E/C/ATA
>	SHT8G	GEUYL	EGLL C	EGPH	11-12:10	12:10E	12:15T					13:06T
>	BAW21B	GSTBE	EGLL C	KLAX	11-13:50	14:09E	14:09E					00:28E
>	SHT8A	GEUYD	EGLL C	EGPH	11-14:00	14:40E	14:40T					15:31E
NOTE	ARCID	REG	ADEP	ADES	EOBT	E/CTOT	TOT	EOBT Validity	FADE DELAY Delay	Trend	REGUL+	E/C/ATA
>	BAW8RM	GMIDO	EDDB C	EGLL	11-11:30	11:38E	12:05T					13:23T
>	BAW951L	GTTNO	EDDM C	EGLL	11-11:46	11:50E	11:54T					13:09T
>	BAW84NT	GTTNB	EPWA S	EGLL	11-11:35	11:50E	11:50E					13:45E
>	BAW43C	GVIIX	EGKK S	KMCO	11-11:25	11:50E	11:50E					20:54E

Please check our [User Alerts](#) video tutorial here :  YouTube



Please check our [Focus Alerts](#) video tutorial here :  YouTube



Apply Reroute

The 'Apply Reroute' function allows an Airspace User to request a modification of a filed flight plan (FPL) routing.

Once the required new route is in the Flight Management editor and validated, two refileing options are available:

- **Book CTOT**
- **Apply CTOT**

The 'Apply reroute' dialogue contains an Originator address field. This has a default input of the stored AFTN/SITA address of that User.

Flight Details | Airspace Profile | Point Profile | **Flight Management** | e-Helpdesk | Slot Swap | Ops Log | History | IFPS History

Flight plan Plot Extra addressing - Enter up to 100 AFTN addresses

(FPL-BAW55G-IS
-A388/J-SDE1E2E3GHIJ3J4J5J6LM1M2OP2RWXYZ/LB1D1
-EGLL1825
-N0478F350 DET2Z DET L6 DVR L9 KONAN UL607 KOK M150 DIK N852 SUTAL UN852 GILIR DCT GVA DCT INCUS
DCT BALSJ UN852 DIVKO UM154 BALEN UM998 EDINO/N0479F370 UM998 KAMER/N0480F370 UM998 CSO UM2
TARAT/N0482F370 UM2 DJA UB730 IKTAV/N0484F370 UB730 DIR/N0487F390 UM731 RUDAS UQ25 ITROL/N0485F380
UQ44 AVAGO AVAGO1C
-FAOR1007 FALE
-PBN/A1B1C1D1L101S2 NAV/RNVD1E2A1 RNP2 DAT/CPDLCX 1FANSP2PDC SUR/260B RSP100 CANMANDATE DOF/240113

STATUS: Filed - Targeted

Result

EDBT VALIDITY CTOT DELAY RAD Homepage

+ 22:25

MESSAGE	DETAIL	ACTION
Flight plan validation	VALID	

Apply reroute [Cancel](#)

* Originator Address:

CNL message; FPL will be cancelled and you'll have to submit a new FPL.

CHG message; stored FPL will be updated.



Book CTOT

A CNL message (flight plan cancellation) is automatically submitted by NM through the IFPS.

It is the responsibility of the User to refile a new FPL containing the new route.

If the new route will be regulated, the CTOT (ATFM slot) will be 'booked'. The Airspace User has 30 minutes to refile a new FPL containing the new route, otherwise the 'booked' CTOT will be lost.

Note: The refiled FPL does not cause the flight to become a late filer.

Flight plan   Plot Extra addressing - Enter up to 100 AFTN addresses

YOUR FLIGHT PLAN HAS BEEN CANCELLED, YOU MUST REFILE WITH THIS ROUTE WITHIN 30 MINUTES. A NEW SLOT HAS BEEN BOOKED. YOU CAN [copy this flight plan](#) TO FILE IT IN YOUR FPS OR YOU CAN MANUALLY [refile the flight plan via IFPS](#).

(FPL - BAW55G - IS
-A388/J-SDE1E2E3GHIJ3J4J5J6LM1M20P2RWXYZ/LB1D1
-EGLL1825
-N0478F350 DET2Z DET L6 DVR L9 KONAN UL607 KOK M150 DIK N852 SUTAL UN852 GILIR DCT GVA DCT INCUS

Apply CTOT

A CHG message (flight plan modification) containing the new route is automatically submitted by NM through the IFPS.

"RFP/Q1" and "AWR/R1" are included in Item 18 of the CHG message.

No further action is required from the User.

Note: The CHG does not cause the flight to become a late updater.

EOBT VALIDITY CTOT DELAY

+ 22:25 [RAD Homepage](#)

MESSAGE	DETAIL	ACTION
▼ Flight Plan Update Filed		
(CHG-BAW55G-EGLL1825-FAOR-DOF/240113-15/N0478F350 DET2Z DET L6 DVR L9 KONAN UL607 KOK M150 DIK N852 SUTAL UN852 GILIR DCT GVA DCT INCUS DCT BALSU UN852 DIVKO UM989 BALEN UM998 EDINO/N0479F370 UM998 KAMER/N0480F370 UM998 CSO UM2 TARAT/N0482F370 UM2 DJA UB730 IKTAV/N0484F370 UB730		

[Propose route](#) Show the full route catalogue

Please check our Apply Reroute video tutorial here :  YouTube



NMOC e-Helpdesk

The NMOC e-Helpdesk service is a means to contact NMOC to request assistance with a specific flight.

- **The e-Helpdesk will be treated with priority over FM Helpdesk phone calls.** The telephone service is reserved for those who do not have e-Helpdesk access.
- Only one request per flight should be submitted. Do not send repeated requests for the same flight concerning the same problem because this will result in the request being automatically rejected.

The reasons for using the NMOC e-Helpdesk are predefined as:

- **CTOT improvement** – You may ask NMOC to attempt to find a CTOT improvement. NMOC staff will try to decrease the ATFM delay of the flight, depending on the network constraints.
- **CTOT extension** – You may ask NMOC to extend the ATFM slot of an individual flight. NMOC will review the request, and may grant 10 minutes extension, if network constraints permit.
- **Rerouting request** – You may ask NMOC for rerouting assistance. This option shall only be used after you have already used the available rerouting tools in NMP Flight without success.
- **Other requests:**
 - De-activate a flight.
 - Contact flight crew with message.
 - ‘Other’ type of request for assistance.
- **Request for Information** – These will provide answers without submitting them to the NM, for example: **‘Information > Update on critical situation’**: *“Check the Headline News in the Information Hub or recent AIMs”*.

Flight Criticality

Airspace Users have the possibility to flag a flight as being critical when submitting an e-Helpdesk request. The criticality reason must be given in the request.

Each Airspace User can submit a critical request for 5% of its regulated flights, with a minimum of 1 flight and a maximum of 20 flights.

Critical requests are highlighted in the NMOC e-Helpdesk queue. Critical e-Helpdesk requests are not subject to e-Helpdesk automatic processing rules.

Independent of the outcome of the e-Helpdesk request, the flight remains marked as critical in the NMP Flight list for the lifecycle of the flight on that day.

The e-Helpdesk Process

Automatic processing

The automatic processing of e-Helpdesk requests enables the NMOC to focus on other tasks with a high added value for the Network. The automatic processing of e-Helpdesk requests is achieved by the use of rules to reject certain requests, including:

- Duplicate requests.
- Requests for slot extension, slot improvement and slot swap before the slot has been issued (before SIT1).
- Slot extension or slot improvement at CDM Airports.
- Flight not regulated.
- Requests for slot improvement when flight delay is lower than the average in the most penalising regulation.

Manual processing

NMOC review the request and either accept or reject.

- If accepted, the proposal changes the status to 'RESPONDED' and the changes are reflected in the system (e.g. the flight will receive the SRM/SLC message).
- If rejected, the proposal changes the status to 'UNABLE' and the proposal is not implemented.

ARCID	REG	ATYP	ADEP	ADES	EOBT	EOBT Validity	E/CTOT	DELAY	e-Helpdesk Status	REGUL+	OR
KUG008	9KGEA	A319	EGSS C	OKKK	26-08:20		08:55C	20	RESPONDED	LHENHT26+	
RYR4967	EIENG	B738	EGSS C	EIKY	26-11:15		11:29E		SUBMITTED		
RYR45MP	SPRZE	B38M	EGSS C	LBSF	26-08:56		09:45C	20	UNABLE	KERL126M	
RYR4CY	EIDWE	B738	EGSS C	EPSC	26-10:10		10:33C	9	UNABLE	EDWMA26M	
PGT1758	TCDCL	A320	EGSS C	LTBS	26-10:45		11:00C	0	UNDER_WORK	LQUP3526	C-21
RYR5RQ	EIENR	B738	EGSS C	LEIB	26-08:00		08:14E				

Airspace Users can provide the earliest take-off time that the flight can achieve and help the NMOC when finding the most suitable improvement. This can increase the likelihood of getting the requested improvement and reduce the time of response.

Please check our e-Helpdesk video tutorial here :  YouTube



Forecast of ATFM Delay (FADE)

The length of the ground delay assigned to a regulated flight may change dynamically until departure. The FADE AI module has been developed to reduce this uncertainty and therefore improves airlines' operations management throughout the day.

It is made of two indicators:

- Predicted Delay: Expected final delay at departure.
- Decrease Probability: Probability that the current ATFM delay will decrease.

The main use cases for an AO to use FADE are:

- Support to decision-making for rerouting prioritisation: decide to re-route a flight several hours in advance to avoid high delays.
- Increase of situation awareness: inform the crew and ground handlers about the trend of the expected delay.


The tool is available in NMP Flight (request access for your AO) and via an API.


THE PROCESS

To display FADE, access should be granted first at the AO level in the **Shared configuration** part. Contact nm.nmp.flight.feedback@eurocontrol.int to get access.

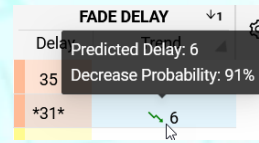
When a flight is regulated, its ATFM delay, and the FADE prediction are both displayed in the **FADE DELAY** column: *Delay* for the ATFM delay and *Trend* for the FADE prediction.

ARCID	REG	ADEP	ADES	EOBT	E/CTOT	REGUL+	FADE DELAY	
							Delay	Trend
AFR23WH	FHBXG	LFLL C	EHAM	22-08:35	09:19C	EHAMA22E	35	
AFR88QG	FHZUK	LFPG C	EGLL	22-12:15	12:59C	EGLLA22M	24	✓ 9
AFR76GJ	FHPNC	LFPG C	EGLL	22-15:10	15:30E	EGLLA22M	*21*	✓ 6
AFR95WF	FGUGM	LFPG C	LSGG	22-12:00	12:36C	LSGGA22M	16	✓ 7
AFR1383	FHZUH	LKPR C	LFPG	22-11:30	12:23C	EDMF422M+	14	✓ 11
AFR97HB	FHPNC	LFPG C	EGLL	22-10:10	10:43C	EGLLA22M	13	
AFR218	FGSQD	LFPG C	VABB	22-10:30	11:01C	KLK1C22M	11	✓ 10
AFR61FL	FHZUK	LFPG C	EGLL	22-17:00	17:20E	EGLLA22M	*11*	✓ 3
AFR71TP	FGKXT	LFPG C	EFHK	22-11:35	12:06C	EFHKA22	11	✓ 6
AFR77BW	FHZUY	LFPG C	EKCH	22-11:20	11:50C	EKCHA22E+	10	✓ 9
AFR61AP	FGUGR	LFMN C	LFPO	22-13:45	13:55E	LFPOA22A	*8*	✓ 4
AFR96GB	FGRHZ	LFPG C	EKCH	22-14:05	14:25E	EKCHA22E	*6*	✓ 3
AFR74KJ	FHBNB	LFBO A	LFPO	22-13:00	13:10E	LFPOA22A	*5*	✓ 3
AFR75GR	FHBNE	LFMN C	LFPO	22-12:45	13:01C	LFPOA22A	5	↻
AFR926	FHUVB	LFPG C	FOOL	22-11:35	11:59C	LECC22M	4	↻
AFR99ME	FHBLA	LFPG C	EKBI	22-12:05	12:29C	YB5WH22A	4	↻

By default, the FADE prediction is not displayed. To load it, the user should click on the *cloud* .

When displayed, the FADE prediction  indicates:

- **Predicted Delay:** Expected final delay at departure
- **Trend:** Arrow showing the difference between ATFM delay and Predicted Delay. The arrow is green when decreasing and red when increasing.



When mouse over the trend, a tooltip appears, displaying both FADE indicators: **the Predicted Delay and the Decrease Probability.**

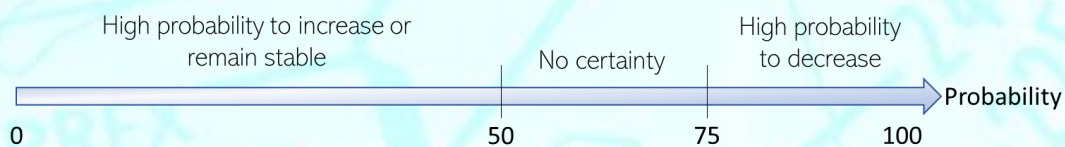
The FADE predictions are provided to flights with the status *FS* (Filed, Slot Allocated) and *SI* (Filed, Slot Issued) but is not provided for flights with the status *FI* (Filed, but not regulated), and *TA* (TACT-activated).

Overall, the performance of the FADE model is **80% accuracy**. However, in daily use FADE performance may vary. We recommend avoiding using FADE predictions in specific days like:

- Thunderstorms – if the flight is caught by a Weather regulation
- ATC-industrial actions – if the flight is caught by an ATC-industrial action

The method to use the indicators is not provided by EUROCONTROL. It is the responsibility of the AO or the dispatcher to make decisions based on the prediction indicators.

Nevertheless, performance assessment shows that for the Decrease Probability indicator, the probability to decrease is high when the value is above 75%:



These values are for *indication only*. They should not be taken as official thresholds. The AO should build its own trust and experience by using these indicators.

Please check our FADE video tutorial here :  **YouTube**



Rerouting Opportunities

During the Tactical Phase of operations, NM systems monitor the filed flight plans looking for flights that may benefit from re-filing their flight plans onto more efficient routes to take advantage of opportunities to optimise their flight planned routes.

NM systems considers the currently filed route in comparison with route alternatives in terms of ATFM delay, flying time, route length, fuel burn and route charges information. When the NM systems find an alternative route that may be interesting to an Airspace User, a route proposals 'Opportunity' (OPP) is generated that is visible in NMP Flight.

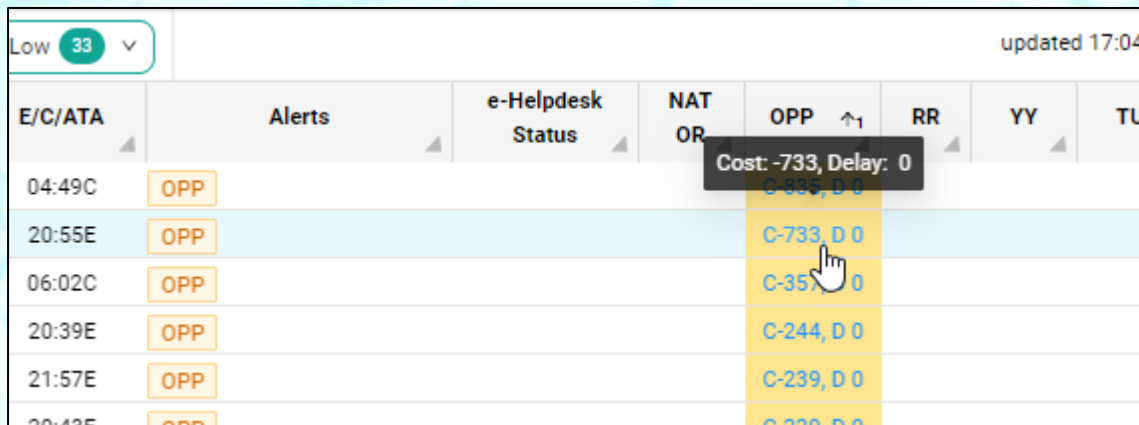
CAUTION

The routes proposed are not NM recommended routes; it is the Airspace Users responsibility to determine the operational acceptability of the routes before use.

Active OPP in the Flight List

There is a default **OPP** ("Rerouting Opportunity – C=Cost, D=Delay") column available in the Flight List to show OPP information.

When an OPP is active, a hyperlink is available from the **OPP** column that opens the flight in the Flight Management page with the details of the OPP displayed.



E/C/ATA	Alerts	e-Helpdesk Status	NAT OR	OPP ↑1	RR	YY	TU
04:49C	OPP			C-733, D 0			
20:55E	OPP			C-733, D 0			
06:02C	OPP			C-357, 0			
20:39E	OPP			C-244, D 0			
21:57E	OPP			C-239, D 0			
20:42E	OPP			C-239, D 0			

In this image, there is an Alert configured to highlight active OPPs

Details of the OPP in Flight Management

After clicking on the hyperlink in the Flight List, Flight Management is opened with the 'Rerouting Opportunity' area expanded:

Flight Details Airspace Profile Point Profile **Flight Management** e-Helpdesk Slot Swap Ops Log History IFPS History

Flight plan Extra addressing - Enter up to 100 AFTN addresses

```
(FPL-W00123-IS
-A320/M-SDE3FGIJ1KRXY/SB1
-EGLL1815
-N0435F370 DET L6 DVR UL9 KONAN UL607 FERDI/N0435F390 UL607 REMBA DCT LIRSU DCT ULNOK L607 UTABA
M738 NATAG/N0410F290 Y740 LORLO M738 ADOSA L612 ALBET
-LIPZ0144 LIPQ
-PBN/A1B1D101S2 NAV/RNVD1E2A1 RNP2 DOF/240112 REG/WOOPS EET/EBUR0018 EDUU0041 LOV0116 LIWM0120
SEL/KMDL CODE/405A48 RVR/075 IFP/MODESASP OPR/W00 ORGN/EGBBR00X PER/C RMK/LAHSO NOT AUTHORISED
DSP)
```

STATUS: Filed

Result

 Show the full route catalogue

Route proposal criteria

Route proposal results

Route catalogue results

Rerouting Opportunity ⓘ

Show opportunities for this flight in the Flight List Show all results

ORIGINAL ROUTE	TOT	DELAY	EET	NM	FCI	RCI	EV	REGUL+
▶ EGLL LIPZ 1			116	738	4301	1190	+ 22:15	

PROPOSED ROUTES

EXEC TIME	REROUTING NOTE	DELAY	EET	NM	FCI	RCI	EV	OPP ACTIONS	ROUTE ACTIONS ⓘ
▶ 12-17:03			112	716	4069	1200		<input type="button" value="👍"/> <input type="button" value="👎"/>	<input type="button" value="Copy FPL"/> <input type="button" value="Copy F15"/> <input type="button" value="Validate"/>
▶ 12-17:03			112	716	4069	1200		<input type="button" value="👍"/> <input type="button" value="👎"/>	<input type="button" value="Copy FPL"/> <input type="button" value="Copy F15"/> <input type="button" value="Validate"/>
▶ 12-17:03			113	717	4074	1200		<input type="button" value="👍"/> <input type="button" value="👎"/>	<input type="button" value="Copy FPL"/> <input type="button" value="Copy F15"/> <input type="button" value="Validate"/>
▶ 12-17:03			113	716	4083	1190		<input type="button" value="👍"/> <input type="button" value="👎"/>	<input type="button" value="Copy FPL"/> <input type="button" value="Copy F15"/> <input type="button" value="Validate"/>

The 'Rerouting Opportunity' area contains:

- **Route comparisons** ①

The original route, as well as the alternative route. For each of those routes, the NM calculated costs (ATFM delay, flying time, route length, fuel burn and route charges) are given. A comparison of the two sets of costs is done which results in a colour highlight in the alternative route costs when they are higher (red) or lower (green):

- **OPP ACTIONS** ②

- Give 'Like' Feedback
- Give 'Dislike' Feedback

- **ROUTE ACTIONS** ③

- **Copy FPL** - Paste the route into the FPL in the editor above.
- **Copy F15** - Copy the route to the clipboard.
- **Validate** - Paste the route in the editor and execute a Validation.

- **An option to clear the information for this flight in the OPP column of the flight list** ④

- **An option to show all opportunity results or restrict the results** ⑤

The screenshot shows the 'Rerouting Opportunity' interface. At the top, there is a toggle for 'Show opportunities for this flight in the Flight List' (checked) and 'Show all results' (unchecked). Below this is a table with columns: ORIGINAL ROUTE, TOT, DELAY, EET, NM, FCI, RCI, EV, and REGUL+. The first row shows 'EGLL LIPZ 1' with values: 116, 738, 4301, 1190, +22:15. Below this is a section for 'PROPOSED ROUTES' with columns: EXEC TIME, REROUTING NOTE, DELAY, EET, NM, FCI, RCI, EV, OPP ACTIONS, and ROUTE ACTIONS. The first three rows of proposed routes show a delay of 112, 112, and 113 minutes respectively. The NM, FCI, and RCI values are also shown. The 'OPP ACTIONS' column contains 'Like' and 'Dislike' icons. The 'ROUTE ACTIONS' column contains 'Copy FPL', 'Copy F15', and 'Validate' buttons. A tooltip is visible over the 'Validate' button, explaining its function. Numbered callouts 1-5 point to: 1. The 'DELAY' column in the proposed routes table. 2. The 'OPP ACTIONS' column in the proposed routes table. 3. The 'ROUTE ACTIONS' column in the proposed routes table. 4. The 'Show opportunities for this flight in the Flight List' checkbox. 5. The 'Show all results' checkbox.

ORIGINAL ROUTE	TOT	DELAY	EET	NM	FCI	RCI	EV	REGUL+
EGLL LIPZ 1			116	738	4301	1190	+22:15	

EXEC TIME	REROUTING NOTE	DELAY	EET	NM	FCI	RCI	EV	OPP ACTIONS	ROUTE ACTIONS
12-17:03		112	716	4069	1200			Like Dislike	Copy FPL Copy F15 Validate
12-17:03		112	716	4069	1200			Like Dislike	Copy FPL Copy F15 Validate
12-17:03		113	717	4074	1200			Like Dislike	Copy FPL Copy F15 Validate
12-17:03		112	716	4069	1200			Like Dislike	Copy FPL Copy F15 Validate

Please check our Opportunity video tutorial here :  YouTube



Propose Route

The 'Propose Route' feature uses the current/given route of a flight/flight plan as the basis to search for alternative routes.

The feature is available in 'Flight Management', 'Free Text Editor' and 'Nav Editor'.



The routes proposed are not NM recommended routes; it is the Aispace Users responsibility to determine the operational acceptability of the routes before use.

Flight: BAW6DP - EGLL (14:20:15) - LFBO (22:11C) updated 19:04 | [fixed] | Autorefresh OFF [refresh now](#)

Flight Details Airspace Profile Point Profile **Flight Management** e-Helpdesk Slot Swap Ops Log History IFPS History

Flight plan Plot Extra addressing - Enter up to 100 AFTN addresses

(FPL-BAW6DP-IS
-A20N/M-SDGHIJ1LRWXY/SB1
-EGLL2015
-N0410F290 MAXIT Y803 MID L151 SITET/N0443F350 UN859 S0PIL DCT BALAN DCT EVPOK DCT NARAK
-LFBO0108 LFBO
-PBN/A1B1D101S2 NAV/RNVD1E2A1 RNP2 D0F/240114 REG/GTNG EET/LFFF0014 LFB00054 SEL/JSLR CODE/407537
RVR/075 IFF/MODESASP OPR/BAW ORGN/EGLLBAWH PER/C RMK/LAHSO NOT AUTHORISED DSP CTC +442085130455
EGLLBAWC LHRWYBA TCAS PAX FLT)

STATUS: **Filed - Targeted**

Result

EOBT VALIDITY CTOT DELAY
+ 00:15 20:53 18 [RAD Homepage](#)

MESSAGE	DETAIL	ACTION
Caught in measure	FHPKZ14N	Avoid <input checked="" type="checkbox"/>

Show the full route catalogue

Route proposal criteria

Route proposal results

If the flight is caught in en-route measure(s), it is possible to select the measure(s) to force the route proposal search to avoid the selected measure(s).

RVR/075 IFF/MODESASP OPR/BAW ORGN/EGLLBAWH PER/C RMK/LAHSO NOT AUTHORISED DSP CTC +442085130455
EGLLBAWC LHRWYBA TCAS PAX FLT)

STATUS: **Filed - Targeted**

Result

EOBT VALIDITY CTOT DELAY
+ 00:15 20:53 19 [RAD Homepage](#)

MESSAGE	DETAIL	ACTION
Flight plan validation	VALID	
Caught in measure	FHPKZ14N	Avoid <input checked="" type="checkbox"/>
Caught in measure	FUZ314M	Avoid <input checked="" type="checkbox"/>
Caught in measure	FORGY14	Avoid <input checked="" type="checkbox"/>

Show the full route catalogue

Route proposal criteria

Propose Route Results

After clicking on the 'Propose route' button, the 'Route proposal results' area is expanded containing:

- **Route comparisons**

The original route, as well as the alternative routes. For each of those routes, the NM calculated costs (ATFM delay, flying time, route length, fuel burn and route charges) are given. A comparison of the two sets of costs is done which results in a colour highlight in the alternative route costs when they are higher (red) or lower (green):

- **ROUTE ACTIONS**

- **Copy FPL** - Paste the route into the FPL in the editor above.
- **Copy F15** - Copy the route to the clipboard.
- **Validate** - Paste the route in the editor and execute a Validation.

- **Route catalogue results**

The routes contained in the NM route catalogue for the flight's city pair (if the option "Show the full route catalogue" has been selected), including an action with each result to 'Copy Route'.

Propose route
 Show the full route catalogue

Route proposal criteria

Route proposal results

ORIGINAL ROUTE	CDR	ERROR	TOT	DELAY	EET	NM	FCI	RCI	EV	REGUL+
▶ EGLL LFBO 1		Not IFPS Compliant	20:53	19	77	510	2877	802	+ 00:15	FHPKZ14N

PROPOSED ROUTE ID	CDR	ERROR	TOT	DELAY	EET	NM	FCI	RCI	EV	REGUL+	TYPE	ROUTE ACTIONS
▶ EGLL LFBO 102		OK	20:53	18	80	501	3079	802	+ 00:15	FHPKZ14N	GENERATED	Copy FPL Copy F15 Validate
▶ EGLL LFBO 103		OK	20:53	18	81	508	3132	802	+ 00:15	FHPKZ14N	GENERATED	Copy FPL Copy F15 Validate
▶ EGLL LFBO 101		Overload	21:00	25	89	516	3228	802	+ 00:15	LFBDS14M	GENERATED	Copy FPL Copy F15 Validate
▶ EGLL LFBO 104		Overload	21:02	27	91	514	3149	802	+ 00:15	LFBDS14M	GENERATED	Copy FPL Copy F15 Validate
▶ EGLL LFBO 1		Overload	20:54	19	95	518	3173	802	+ 00:15	LFBDS14M	GENERATED	Copy FPL Copy F15 Validate

Route catalogue results

STANDARD ROUTE ID	CDR	NM	ROUTE	ACTIONS
EGLL LFBO 5000	CDR1	488	MAXIT Y803 MID L151 SITET UN859 SOPIL DCT BALAN DCT EVPOK DCT NARAK	Copy Route
EGLL LFBO 5001	CDR1	489	MODMI M185 MID L151 SITET UN859 SOPIL DCT BALAN DCT EVPOK DCT NARAK	Copy Route

Route Proposal Criteria

This area shows the current defaults for the route proposals criteria and allows those defaults to be temporarily changed and/or the User to specify their own criteria to be used when generating routes. The area contains:

Via AS/PT – Forces the alternative routes to go via Airspaces and/or Points (horizontally and/or vertically).

Avoid AS/PT/Measures – Forces the alternative routes to avoid Airspaces, Points and/or Measures (horizontally and/or vertically).

Use Field 15 – When selected, uses the current/given route of a flight/flight plan as the basis to search for alternative routes. When not selected, direct (DCT) is used.

IFPS Compliant only - When selected, only returns route alternatives that are valid in IFPS.

Freeze outside IFPZ – When selected, ensures that the entry/exit point of the IFPS area is not changed.

Freeze SID/STAR - When selected, ensures that the SID/STAR is not changed.

Freeze from ADEP to this point

Freeze from this point to ADES

Max # proposals – Default set to 5, allowed values 1-10.

Max delay – Doesn't give alternative routes with ATFM delay more than this value.

Select route proposal source(s)

- **Generated** – Software route generation algorithm.
- **Standard** – NM route catalogue.
- **Mixer** – NM route catalogue mixing algorithm.

Max % route length limit – How much the alternative route distance can be extended (max. 300%).

The screenshot shows a web interface for configuring route proposal criteria. At the top, there are two buttons: "Propose route" and "Show the full route catalogue" (checked). Below this is a section titled "Route proposal criteria" with a collapse icon. The configuration is organized into several rows of controls:

- Via AS:** A text input field with the placeholder "Please enter an airspace".
- Avoid AS:** A text input field with the placeholder "Please enter an airspace".
- Use Field 15:** A checked checkbox.
- Horizontal/Vertical:** Two checked checkboxes.
- Via PT:** A text input field with the placeholder "Please enter a point".
- Avoid PT:** A text input field with the placeholder "Please enter a point".
- Avoid Measures:** A text input field with the placeholder "Please enter".
- Horizontal/Vertical:** Two checked checkboxes.
- Freeze SID/STAR:** A dropdown menu set to "No".
- Freeze from ADEP to this point:** A text input field with the placeholder "Please enter a point".
- Freeze from this point to ADES:** A text input field with the placeholder "Please enter a point".
- Max #proposal:** A text input field containing the value "5".
- Max delay:** A text input field containing the value "99".
- Select route proposal source(s):** Three checked checkboxes for "Generated", "Standard", and "Mixer".
- Max % route length limit:** A text input field containing the value "130" followed by a percentage sign.

Please check our Propose routes video tutorial here :  YouTube



ReRoute Proposals (RRP)

During the Tactical Phase of operations, the NMOC monitors the European ATFM Network situation and where possible, identifies flights that would benefit from a reroute (e.g. ATFM delay reduction, military airspace release). A ReRoute Proposal (RRP) is an alternative route offered to an airspace user. When the NMOC workload permits, RRP's can be sent to propose more efficient routes to Airspace Users.

NMOC considers the currently filed route in comparison with route alternatives in terms of ATFM delay, flying time, route length, fuel burn and route charge information. When the NMOC finds an alternate route that may be interesting to an Airspace User, an RRP is generated that is visible in NMP Flight, which will result in the booking of an ATFM slot for that flight (when regulated).

To secure the booked ATFM slot, a CHG or CNL/refile must be received before the Respond-By (RESPBY) time of the RRP (30 minutes after creation).

Airspace Users not wishing to take up an RRP are requested to reject the RRP.

Active RRP in the Flight List

There are two optional columns available in the Flight List to show RRP information.

- **RR** ("Rerouting")
- **RRP RespBy** ("Time by which you need to reroute, or reject (RJT) the RRP")

The RR column results contain a tooltip when an RRP has been generated for a flight. The tooltip contains the **Reason** for the RRP, the **State** of the RRP and the **Respond by** time of the RRP.

When an RRP is active, a hyperlink is available from the **RR** column that opens the flight in the Flight Management page with the details of the RRP displayed.

E/C/ATA	Alerts	e-Helpdesk Status	NAT OR	OPP	RR	RRP RespBy	YY	TURN	
21:38E									
07:32E	RRP								
20:35E									
21:39C	RRP	CDM-EOBT +			CP	11-18:10			
21:32C	RRP				CP	11-18:10			
22:07E	RRP				CP	11-18:10			

In this image, there is an Alert configured to highlight active RRP's

Details of the RRP in Flight Management

After clicking on the hyperlink in the Flight List, Flight Management is opened with the 'Rerouting Proposals (RRP)' area expanded:

Flight: BAW352 - EGLL (11:20:05p) - LFMN (22:24E)

Flight plan: (FPL - BAW352 - IS - A20N/M - SDGIJ1LRWXY/SB1 - EGLL2005 - N0409F230 DET2F DET L6 DVR L9 KONAN/N0437F390 UL607 KOK DCT CIV DCT IDOSA DCT SUTAL UN852 GILIR DCT GVA DCT KOGAS DCT MEDAM DCT VEVAR VEVAR7R - LFMN0151 LFKB - PBN/A1B1D101S2 NAV/RNV1E2A1 RNP2 D0F/240111 REG/GTNN EET/EBUR0019 LFFF0050 LSAS0113 LFFF0117 LMM0126 LFFF0130 LIMM0130 LFFF0135 LFMN0145 CODE/4079F7 RVR/075 IFP/MODESASP OPR/BAW ORGN/EGLLBAWH PER/C RMK/LAHSO NOT AUTHORISED DSP CTC +442085130455 EGLLBANC LHRWYBA TCAS PAX FLT.)

STATUS: Filed (RRP)

Buttons: Validate, Apply reroute, Send CHG, Send DLA, Send CNL

Propose route: Show the full route catalogue

RRP Table:

ORIGINAL ROUTE	CDR	ERROR	TOT	DELAY	EET	NM	FCI	RCI	EV	REGUL+
EGLL LFMN 1		OK			119	782	4138	1305	+ 00:05	

REROUTING ID	KIND	PURPOSE	REFERENCE LOCATION ID	TOT	DELAY	EET	NM	FCI	RCI	REGUL+	EV	RRP ORIGINATOR	RRP RESPBY	FLIGHT REQUEST TEXT
W0011BA						118	772	4101	1305	+ 00:05			11-18:10	

The 'Rerouting Proposals (RRP)' area contains the original route, as well as the alternative route. For each of those routes, the NM calculated costs (ATFM delay, flying time, route length, fuel burn and route charges) are given. A comparison of the two sets of costs is done that results in a colour highlight in the alternative route costs when they are higher (red) or lower (green):

ORIGINAL ROUTE	CDR	ERROR	TOT	DELAY	EET	NM	FCI	RCI	EV	REGUL+	
EGLL LFMN 1		OK			119	782	4138	1305	+ 00:05		
N0409F230 DET1J DET L6 DVR L9 KONAN/N0437F390 UL607 REMBA DCT SOPOK Z283 RITAX DCT SUTAL UN852 GILIR DCT GVA DCT KOGAS DCT MEDAM DCT VEVAR VEVAR7R											
REROUTING ID	KIND	PURPOSE	REFERENCE LOCATION ID	TOT	DELAY	EET	NM	FCI	RCI	REGUL+	EV
W0011BA						118	772	4101	1305	+ 00:05	
N0409F230 DET2F DET L6 DVR L9 KONAN/N0437F390 UL607 KOK DCT CIV DCT IDOSA DCT SUTAL UN852 GILIR DCT GVA DCT KOGAS DCT MEDAM DCT VEVAR VEVAR7R											

The alternative route also contains two sets of ACTIONS:

- **RRP ACTIONS**
 - **REJECT RRP**
 - **ACK RRP** (*currently not used*)
- **ROUTE ACTIONS**
 - **Copy FPL** - Paste the route into the FPL in the editor above.
 - **Copy F15** - Copy the route to the clipboard.
 - **Validate** - Paste the route in the editor and execute a Validation.

The screenshot shows a table with the following columns: RRP RESPBY, FLIGHT REQUEST TEXT, ACK, RRP ACTIONS, and ROUTE ACTIONS. The first row contains the value '11-18:10'. Below the table, there are buttons for 'ACK RRP', 'Reject RRP', 'Copy FPL', 'Copy F15', and 'Validate'. A tooltip is displayed over the 'ROUTE ACTIONS' column, containing the following text:

- Copy FPL** - Paste the route into the FPL in the editor above.
- Copy F15** - Copy the route to the clipboard.
- Validate** - Paste the route in the editor above, and execute a Validation.

Please check our ReRoute Column video tutorial here :  YouTube



ATFM Slot Swap

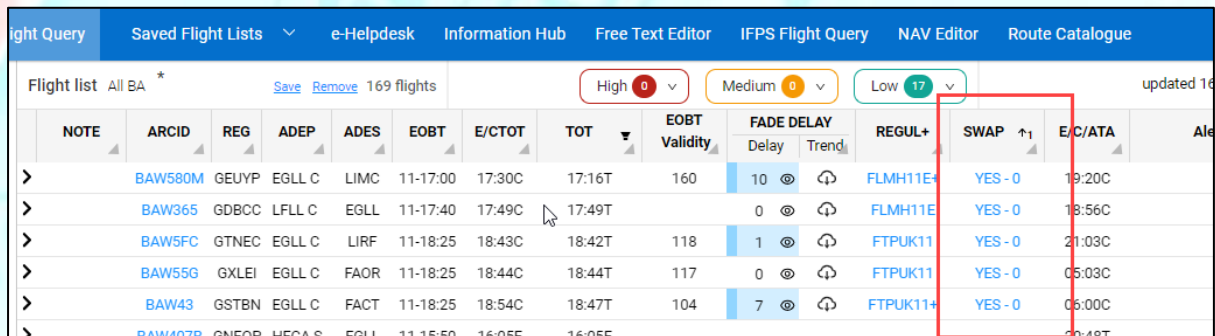
The NM slot swapping functionality is used to swap the ATFM slot of two flights that are caught in the same most penalising regulation.

The main use cases for an AO to request ATFM slot swaps are:

- Reduce the ATFM delay of the subject flight whilst correspondingly increasing the delay of a less critical candidate flight.
- Increase the ATFM delay of the subject flight that can no longer respect its CTOT time whilst reducing the delay of a candidate flight that can accommodate an earlier departure time.

The Slot Swap Process

When two flights that have been issued an ATFM slot in the same most penalising regulation, with the same aircraft operator (or an agreement between different aircraft operators), slot swapping is available. The flights that are suitable for slot swapping are shown in the 'SWAP' column of NMP Flight. The column then indicates "YES" when the flight is suitable for a slot swap. The column also indicates the number of slot swaps that have already been performed on the flight (a maximum of 3 swaps is allowed).



NOTE	ARCID	REG	ADEP	ADES	EOBT	E/CTOT	TOT	EOBT Validity	FADE DELAY Delay Trend	REGUL+	SWAP ↑	E/C/ATA	Alt
>	BAW580M	GEUYP	EGLL C	LIMC	11-17:00	17:30C	17:16T	160	10	FLMH11E	YES - 0	19:20C	
>	BAW365	GDBCC	LFLL C	EGLL	11-17:40	17:49C	17:49T		0	FLMH11E	YES - 0	18:56C	
>	BAW5FC	GTNEC	EGLL C	LIRF	11-18:25	18:43C	18:42T	118	1	FTPUK11	YES - 0	21:03C	
>	BAW55G	GXLEI	EGLL C	FAOR	11-18:25	18:44C	18:44T	117	0	FTPUK11	YES - 0	05:03C	
>	BAW43	GSTBN	EGLL C	FACT	11-18:25	18:54C	18:47T	104	7	FTPUK11	YES - 0	06:00C	
>	BAW407B	GNEOP	HECA S	EGLL	11-15:50	16:05E	16:05E					16:48T	

By clicking on "YES" in the 'SWAP' column, the Slot Swap interface is displayed with:

- **Subject flight** indicating the selected flight you are working on.
- **Candidate Flights** containing the potential candidate flight(s) for slot swapping.

Candidate flights can be filtered by selecting one of:

- **Improve subject flight:** Only displays the candidate flights that will improve the CTOT of your flight,
- **Delay subject flight:** Only displays the candidate flights that will worsen the CTOT of your flight,
- **All candidates:** To list all Slot Swap opportunities (selected by default).

You then identify the best option you can achieve by clicking on the various *Candidate flights* in the list and checking the impact (*shown in red*) on the *Subject flight*. To send the Slot Swap request to NM, click on the 'Slot Swap' button on the candidate flight that you have chosen for the swap.

Flight:BAW580M - EGLL (11-17:00) - LIMC (19:20C) updated 16:31 | [fixed] | Autorefresh OFF [refresh now](#)

Flight Details Airspace Profile Point Profile Flight Management e-Helpdesk **Slot Swap** Ops Log History IFPS History

Subject flight

ARCID	REG	ADEP	ADES	IOBT	ETOT	DELAY	NEW DELAY	A/TTOT	CTOT	NEW CTOT	#SWAP	DECIDE BY
BAW580M	GEUYP	EGLL C	LIMC	11-17:00	11-17:16	10	2	17:16s	11-17:30	17:22 (-8)	0	16:51

Candidate flights Improve subject flight Delay subject flight All candidates

ARCID	REG	ADEP	ADES	IOBT	ETOT	DELAY	NEW DELAY	A/TTOT	CTOT	NEW CTOT	#SWAP	DECIDE BY	NEW SUBJ CTOT	ACTION
BAW365	GDBCC	LFLL C	EGLL	11-17:40	11-17:49	0	11	17:49t	11-17:49	18:00	0	16:51	17:22 (-8)	Slot Swap

When the swap slot request is received at NMOC, it enters the e-Helpdesk queue to be verified by NMOC. Each swap slot request is assessed automatically and/or manually by NMOC for compliance with the Slot Swap rules and for ATFM network impact.

e-Helpdesk requests (1)

REQUEST TYPE	ARCID	ADEP	EOBT	SUBMITTED	LAST RESPONSE	SUBMITTER	STATUS	CRITICALITY
Swap for same aircraft operators	BAW580M	EGLL	11-17:00	11-16:34	11-16:34	BAWA0CC	SUBMITTED	

TIME	USER	TYPE	STATUS	TEXT/RESPONSE
11-16:34	BAWA0CC	AO	SUBMITTED	

In case of a negative network impact, the swap request will be refused by NMOC.

If the slot swap request is approved by NMOC, the two concerned flights slots are swapped. The approval results in the transmission of slot revision messages for both flights and the e-Helpdesk request is moved to status **RESPONDED**.

Please check our slot swap video tutorial here :  **YouTube**

