



Network Manager
nominated by
the European Commission



A Guide to the Network Manager Operations Centre

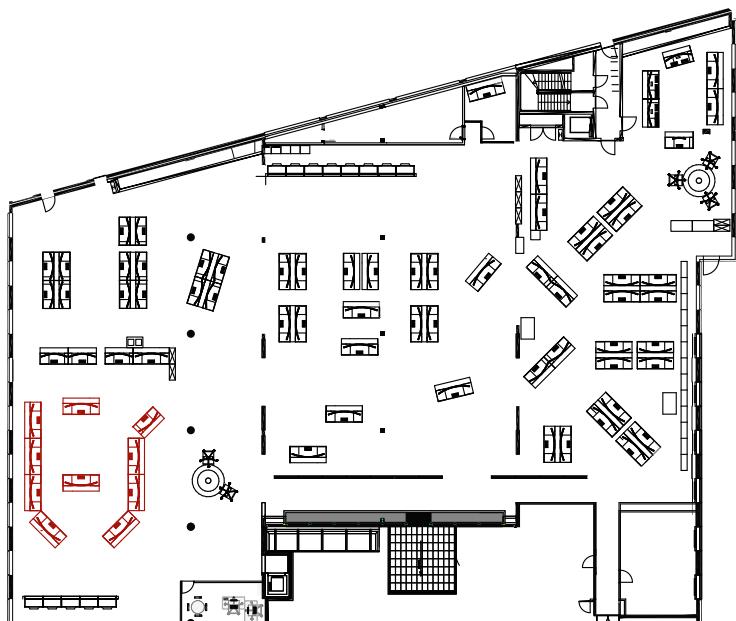


A Guide to the Network Manager Operations Centre

NMOC

A GUIDE TO THE NETWORK MANAGER OPERATIONS CENTRE

Real-Time Systems Operations & Monitoring

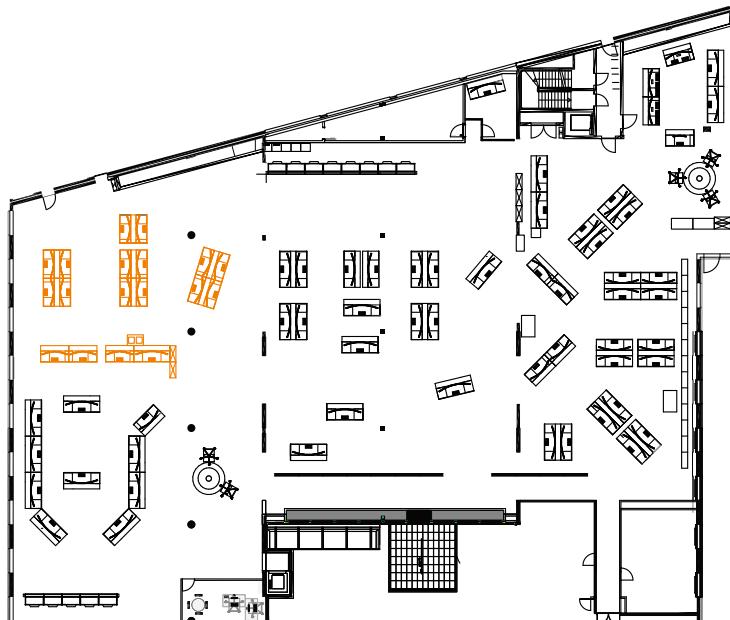


System Operations:

- is in charge of monitoring NM applications, infrastructure, systems and networks. These systems ensure the continuous availability of Air Traffic Flow Management service data processing and data communication facilities;
- is the single point of contact for all operational related technical incidents and problems for internal and 6700+ external stakeholders and users;
- is a technical helpdesk staffed by high-profile certified technicians and run in shifts to ensure that the Network Manager services are up and running on a 24/7 schedule.

A GUIDE TO THE NETWORK MANAGER OPERATIONS CENTRE

Flight Planning Services



Integrated Initial Flight Plan Processing Systems (IFPS):

- rationalises the receipt, initial processing and distribution of flight plan data for the 41 EUROCONTROL Member States as well as for Morocco;
- provides the Flow Management System (ETFMS) with a copy of flight plan data;
- gives air navigation service providers flight plan data that can be automatically processed;
- provides real-time assistance, 24/7 in flight planning for aircraft operators.

Flight Efficiency Support:

- contributes to the flight efficiency programme by assisting airspace users in reducing their environmental impact and flightplanning more efficiently.

Repetitive Flight Plan (RPL):

- feeds the IFPS with scheduled flight plan 20 hours before EOBT.

Demand Data Repository (DDR) & Data Steward Function (DSF):

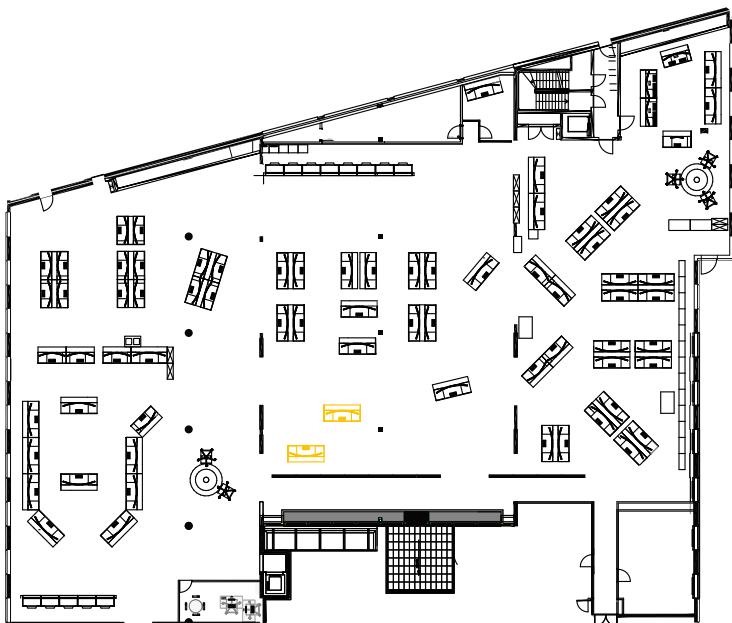
- maintains IATA and ICAO code matching tables for aircraft operators, airports and aircraft types and specific schedules of flight data for DDR and PRISME.

Call Sign Management Cell (CSMC):

- participates actively in raising awareness about call sign similarity reduction process;
- supports Aircraft Operators in using the Call Sign Similarity Tool (CSST) which detects and de-conflicts similarities within AO schedules.

A GUIDE TO THE NETWORK MANAGER OPERATIONS CENTRE

Current Operations Manager (COM)

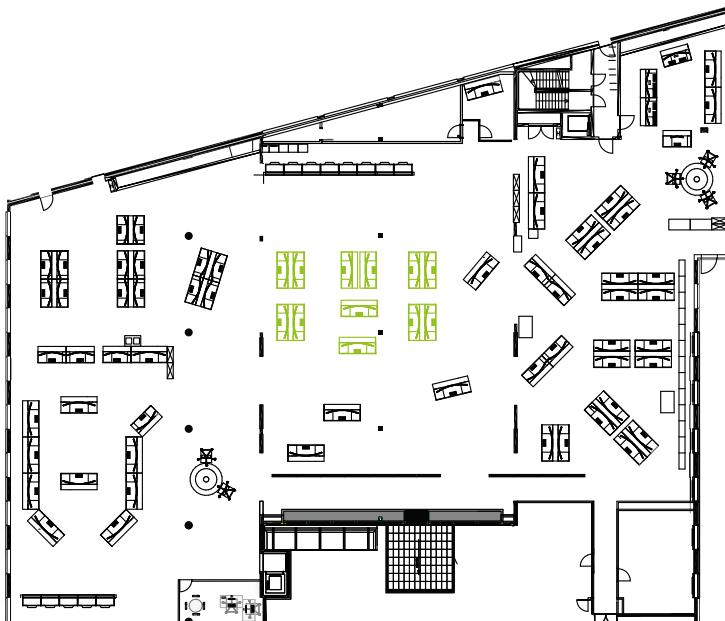


The Current Operations Manager:

- optimises the daily operational service delivery and drives a high performance operation based on the Network Manager Performance Plan, by implementing the best operational plan on a daily basis, anticipating and minimizing local and network delays, ensuring a continued and balanced performance improvement for flight efficiency, capacity and emissions;
- manages the NMOC day-to-day operations;
- acts as the focal point for crisis management within the European air traffic flow management arena;
- runs NM teleconferences;
- performs operational briefings;
- manages the daily ATFCM Webex conferences with the FAA and other international agencies.

A GUIDE TO THE NETWORK MANAGER OPERATIONS CENTRE

Tactical Flow Management Operations



Tactical Flow Management Operations:

- real-time optimisation of capacity/demand. This function is supported by a computerised Air Traffic Flow and Capacity Management system known as ETFMS, which includes a Computer Assisted Slot Allocation system (CASA);
- monitors the traffic load and available capacity on the day of operations and interacts with Flow Management Positions to further optimise the use of capacity across Europe;
- carries out delay management where aircraft are affected by a regulation in order to offer alternatives and minimise delay.

Tactical Network Management:

- monitoring the overall tactical air traffic flow and capacity management (ATFCM) situation to ensure the pan-European compatibility of ATFCM measures.
- providing most up-to-date information to all stakeholders and airspace users with a continuous update of the Headline News on the NOP Portal.

- coordination and information throughout the Network in order to optimise:
 - the route network (re-routing, level capping, etc.);
 - sector configurations;
 - ATFCM regulations;
 - flight efficiency.

Aircraft Operator Liaison:

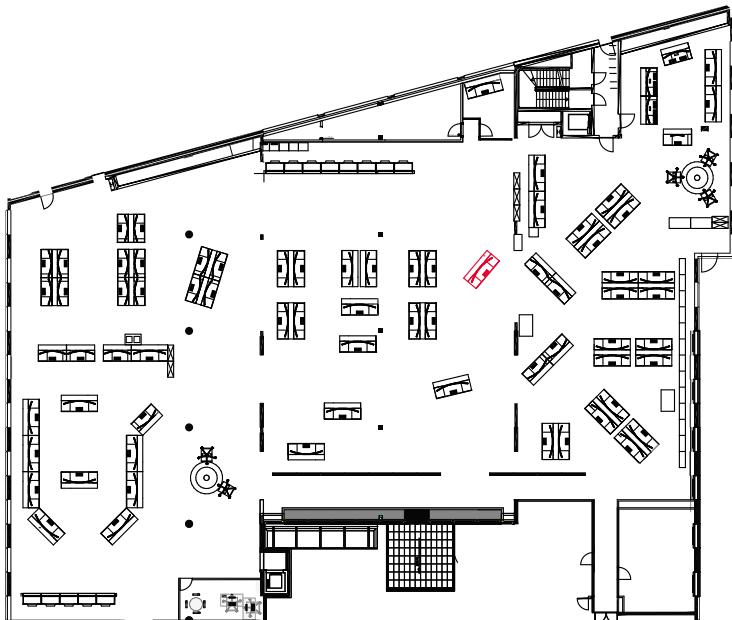
The Aircraft Operator Liaison Officers are the main point of contact with aircraft operators for any ATFCM measure.

Their work is divided between:

- assisting the Network Management Cell in preparing the daily pre-tactical plan, and
- participating in daily tactical operations, in particular re-routing.
- monitoring the weather, anticipating and reporting on its impact on the Network.

A GUIDE TO THE NETWORK MANAGER OPERATIONS CENTRE

Military Liaison Officer (MLO)



The role of the MLO:

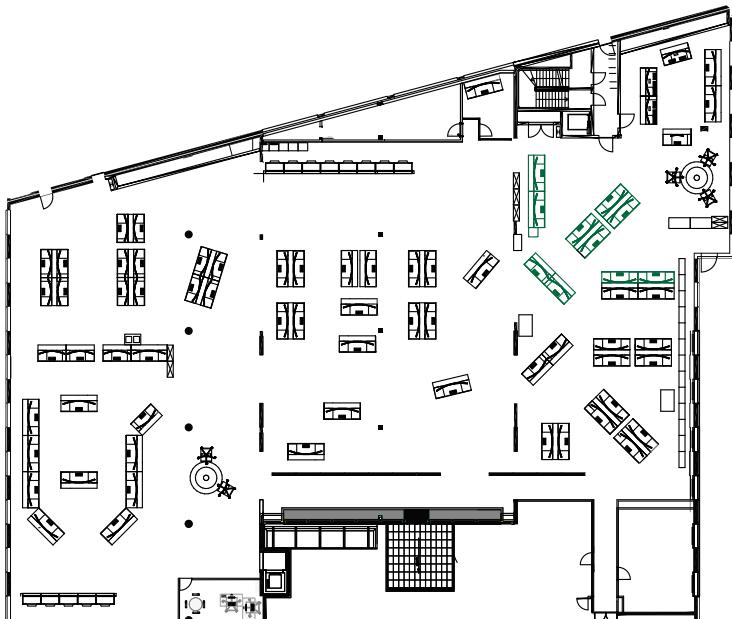
To enhance the civil and military coordination process at the European Network level, with the aim of supporting the daily ASM/ATFCM process, to improve flight efficiency and to increase military mission effectiveness by:

- collecting, harmonising and publishing national information about major military exercises/events to update the Network Operations Plan;
- integrating these events and mitigating their impact on the network by coordinating the implementation of appropriate measures;
- contributing to the optimisation of the airspace allocation and executing network impact assessment using AUP/UUP data;

- supporting the States in increasing military mission effectiveness;
- contributing to the optimization of civil-military coordination in time of crisis.

A GUIDE TO THE NETWORK MANAGER OPERATIONS CENTRE

Short-term Strategic and Pre-tactical Flow Management Operations



The Network Management Cell (NMC) manages the short-term strategic and pre-tactical Air Traffic Flow and Capacity Management (ATFCM) which takes place in the 6 days before a flight. Its task is to:

- optimise available capacity to meet forecast demand, and/or
- manage demand to minimise delay and cost;
- publish the agreed plan for the day of operations after a process of Collaborative Decision Making.

The function is supported by the computerised ETFMS system in the form of Predict, Tact and Simex.

Daily Plan

To enhance the civil and military coordination process at the European Network level, with the aim of supporting the daily ASM/ATFCM process, to improve flight efficiency and to increase military mission effectiveness.

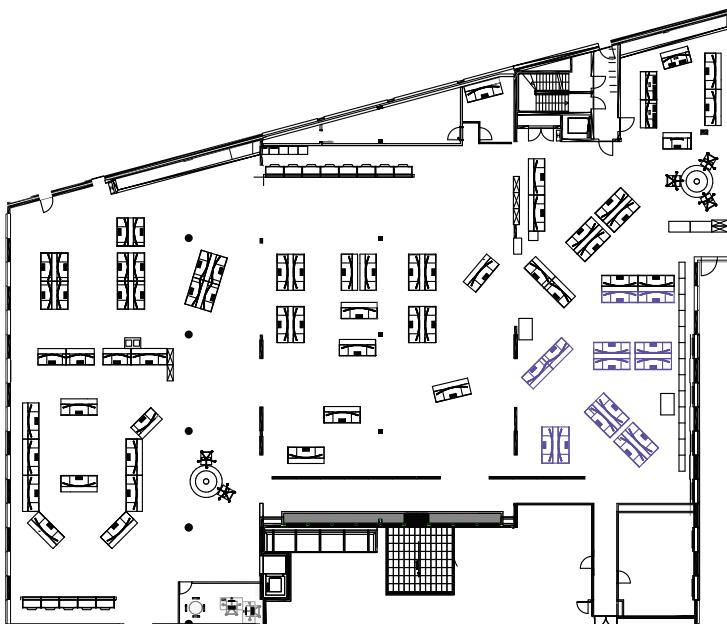
- Works proactively with Air Traffic Control Centres, the Aircraft Operator Liaison and Military Liaison Officers to create a network plan in advance of the day of operation, coordinating issues affecting the network and mitigating the impact;
- communicates the plan to the network of Aircraft Operators, Airports and Air Traffic Control Centres.

Network Events

- Simulates network events such as major sporting events, industrial action and new systems at Air Traffic Control Centres to provide information to all parties affected;
- mitigates their impact through measures created, coordinated and implemented accordingly.

A GUIDE TO THE NETWORK MANAGER OPERATIONS CENTRE

Airspace Data Management



Management of the Airspace Data Management (known as the Environment System):

Aeronautical Infrastructure

- Collection, implementation and maintenance of airways, routes, SIDs, STARs, CDRs, RAD, PTRs, airports and all related data as published in the States AIPs.

Operational airspace structure

- Creation and maintenance of operational airspaces and sectorisations as agreed with ANSPs and States.

AOs addressing management

- Support to AOs in the setup and maintenance of addressing parameters related to NM services (addressing, ORMs, CASA parameters).

ANSPs addressing management

- Maintenance of addressing parameters for IFPS and CASA messaging.

Operational pre-validation and Network impact assessment

- In close coordination with and giving support to the ANSPs and National Authorities and on their request, providing advanced Network impact assessments of major airspace changes;
- used by National Administrations to validate conceptual changes prior to publication.

Centralised Airspace Data Function (CADF)

- Daily support and management of AUP/UUP in close coordination with Airspace Management Cells (AMC) and national authorities.



EUROCONTROL

© January 2015 - European Organisation for the Safety of Air Navigation (EUROCONTROL)

This document is published by EUROCONTROL for information purposes. It may be copied in whole or in part, provided that EUROCONTROL is mentioned as the source and it is not used for commercial purposes (i.e. for financial gain). The information in this document may not be modified without prior written permission from EUROCONTROL.