

NMD/NOM/NMOC	Operational Instruction						Doc. ID:
							NOM-OI/25-066
Issued on: 17/09/2025 By: SVS	Subject Zurich LSZH – Improved Arrivals Planning						Validity From: 02/10/2025 To: 16/12/2025 NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP		TLP status White

1. Introduction

This OI is an evolution of the previous OI/25-028 Zurich ACC – Improved Arrivals Planning

This OI is written to inform NMOC about an operational trial of arrival planning information exchanges from LSZH airport and the actions to be taken.

The LSZH target time management system (TTMS) will be used by LSZH to locally optimise LSZHARR1 constrained arrival traffic using arrival flight target times. The target times will be communicated to ETFMS using NM B2B web service **Arrival Planning Information**. In addition, **Simulation via B2B** (write service) will be used by TTMS and LSAZ FMP.

In order to be allowed to use NM B2B services LSZH airport has passed the NM B2B operational validation in accordance with *Operational Deployment of NM B2B Web Services* and *NM B2B WRITE Service Documentation Set*.

CASA will place the flights in a specified network cherry pick regulation according to the received Arrival Planning Information and its network assessment.

During the trial AO E-Helpdesk (EHD) requests for slot improvement and slot swapping for affected flights are anticipated to be received during the time period from EOBT- 40 mins.

Section 4 addresses the NMOC actions to be taken to overcome any detected abnormal network situation.

2. Procedure for target times

Having decided to apply this procedure, the LSAZ FMP shall propose the network cherry pick regulation to the NM tactical team using the available VCS communications.

The **NM tactical team** shall:

- activate and publish the agreed network cherry pick regulation, setting the fields as follows:
 - Regulation Type : **Network Cherry Pick Measure**
 - **Update Capacity:** **Yes**
 - Traffic Volume: **LSZHARR1**
 - Regulation ID **XSZHA...**
 - Start & End Time given by FMP
 - Window Width Standard adjustment
 - Reason **Other**
 - ANM remark Standard ANM RMK & **TTMS TRIAL**
 - Rate[normal] given by FMP – no pending slots
- ensure that the regulation is correctly applied (check: load display, monitoring value, slot list)
- inform the DOM

NOTE: The official electronic version takes precedence over any paper copies (except in the event of contingency)

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Identifier XSZHA05A	Edit Kind Edit	Update Capacity Yes	Update TV Activation Yes	Regulation Type Network Cherry Pick Measure	Externally Editable No
Traffic Volume LSZHARR1	TV Set (FMP) LSAZFMP	Start Time 05-13:20	End Time 05-16:40	Min FL 0	Max FL 999
		Protected Location	Delay Confirmation Threshold		Window Width 6
Measure Subtype Ground Delay	MCDM Kind No	Coordination View ...	Scenario Reference	Select Scenario ?	
OTMV	Traffic Volume	Duration	Select Duration ?	Hotspot	Wef Time Unt Time
Show In DNP No	Show TV Desc In DNP No	Show Remark In DNP No	Show Reason In DNP No	Show Avg Delay In DNP No	
Regulation Note					
ANM TV description LSZH ARRIVALS					
ANM remark NETWORK CHERRY PICK- TTMS TRIAL					
Reason Other	Link Regulations	Auto Link No			
Sub Periods			Supplementary Rates		
Start Time 05-13:20	Normal Pending 40	Equip-Type 0	XCD None	RVR XCD	

Figure 1: ETFMS regulation editor fields

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2.1. Monitoring of NCP Regulations

- LSAZ FMP and NMOC are expected to monitor the regulated traffic volume traffic counts, from **5 minutes** after activation.

Note: 5 minutes is needed for communication and processing of the arrival planning information.

- Unlike MCP and ACP procedures, LSZH(not FMP) automatically sends target times (TTOs) for many flights; and ETFMS allocates their slots from 5 minutes after regulation activation. Flights may be delayed more than 20 minutes. Flights are not forced.
- If it is determined that an active LSZHARR1 network cherry pick regulation is not performant, then it shall be replaced by a LSZHARR1 conventional arrival regulation and then cancelled.

2.2. EHD requests for NCP Regulations

- These flights are displayed with a **pink** indicator in the slot list.
- AO EHD requests for slot improvement/swapping/extension are anticipated to be received from EOBT-40 minutes. **Do not manually unforce these flights.**
- **Critical flights** - standard procedures apply.

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2.3. Appearance of Arrival Planning Information

Figure 2 shows the ETFMS op log for the API message received for flight SWR339H requesting a 1036 target time at LSZH and the resultant SRM message with the corresponding CTOT back calculated from LSZH.

Subject : Aircraft SWR339H

Period : 22-09:20 to 22-09:21

Matching entries : 2/3

Last Updated: 22-16:40

DD-HH:MM	Subject	Classification	Kind	Correspondent
22-09:20	SWR339H	Incoming Message	Api	FMPLSAZ
User Id : c5071614				
Message :				
Received from: FMPLSAZ. Est. Xmit at: 23/02/22 09:20:18. Message description:-TITLE API				
-APISTATUS TAKEOFF				
-ARCID SWR339H				
-ADEP ELLX				
-ADES LSZH				
-EOBT 0925				
-EOBD 230222				
-ATVSTATUSINBOUND INI				
-TTOF				
-ADID LSZH				
-EARLIESTTDO 230222 103600				
-REGUL LSZHA22M				
-IFPLID AT09675736				
22-09:20	SWR339H	Outgoing Message	Srm	ELLXZTZA @AFTN
Message :				
Sent to: ELLXZTZA @AFTN ELLXZPX @AFTN LUXKKCR @SITA EBBRFMPC				
@AFTN EBBRCANF @AFTN LFFAPVPX @AFTN LFEEZGZX @AFTN BSLOQLX				
@SITA HDQOSLX @SITA LUXDBLG @SITA CCAMSSEC @AFTN. Message				
description:-TITLE SRM				
-ARCID SWR339H				
-IFPLID AT09675736				
-ADEP ELLX				
-ADES LSZH				
-EOBD 230222				
-EOBT 0925				
-NEWCTOT 0956				
-REGUL LSZHA22M				
TTO -ADID LSZH -TO 1036				
-TAXI TIME 0010				
-REGCAUSE OA 83				
info:CASA slot decision=MF09:5609:56NYYYYYYYYY				

Data for Flight SWR339H 22-09:25 ELLX.

Last Updated: 22-16:40

Main	History	Secondary							
Event	at	Resulting Status	New	Obt	MsgOut	MsgDis			
Target Take-Off API message	22-09:20	* FILED	22-09:25						
CASA SIT time out	22-09:20	* FILED_SLOT ISSUED	22-09:46	SRM	E				

Figure 2: ETFMS flight op log, flight data displays of arrival planning information.

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3. Abnormal Network Situation

If it is determined that the procedure should be suspended, then the DOM (with the approval of the OM) shall disable the processing of LSZH arrival planning information by setting the *Target Take Off* attribute to “NO”. Please see Other information. LSAZ FMP shall be informed when this action has been completed.

4. Other information

4.1. Enabling and disabling arrival planning information

The Arrival Planning Information (API) processing is enabled and disabled from the ETFMS HMI. This is accessed from the Command Display/Air Navigation Unit for **the LSZHDPIO**.

The setting for Target Take Off API (enabled), is shown in purple in figure 3.

The screenshot shows the 'IPI/API Settings' window for 'LSZHDPIO'. The 'Airport Type' is set to 'Cdm Airport'. Under the 'DPI' section, the settings are: Predicted (No), Early (Yes), Target (Yes), Sequenced (Yes), ATC (Yes), Cancel (Yes), and Tower Update (No). Under the 'API' section, the settings are: General (No), Target Take Off (Yes), and Target Time Over (No). The 'Target Take Off' setting is highlighted with a purple box.

Figure 3: DPI/API settings for LSZHDPIO

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5. Contact information

LSAZ – FMP VCS Direct Access Key

6. Information Notice, Briefings, AIM, Feedback and questions

NMOC positions are requested to send any questions or feedback to:

Richard.Stevens@eurocontrol.int

Head of NMOC