NMD/NOM/NMOC	Op	erat	tiona	al Ins	Temporary	Doc. ID: NOM-OI/25-066	
Issued on: 17/09/2025 By: SVS	Subject Zu	rich L		Improvenning	Validity From: 02/10/2025 To: 16/12/2025	NOP Portal: Yes Briefing: No	
Applicability	AD	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 <u>network cherry pick regulation</u> 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: LSZHARR1Regulation 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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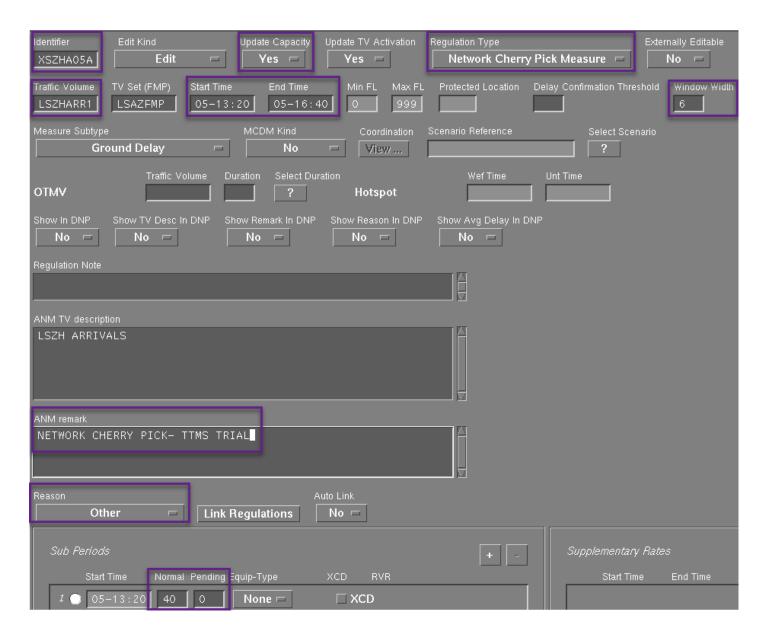


Figure 1: ETFMS regulation editor fields

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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.

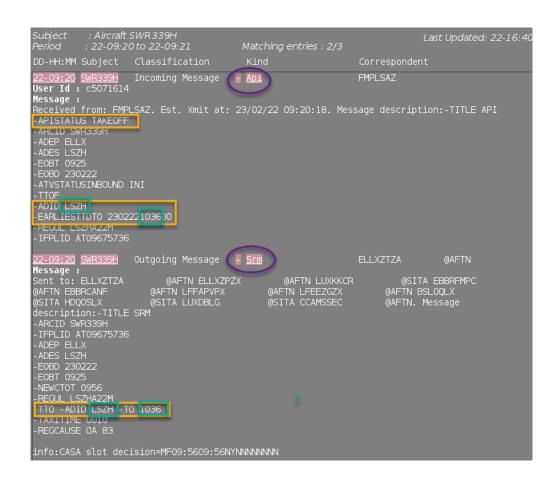
2.2. EHD requests for NCP Regulations

- 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.



Data for Flight SWR 339H 22-09:25 ELLX.			Last Updated	d: 22-16:40
Main History Secondary				
Event	at	Resulting Status	New Obt MsgOut M	MsgDis
<u>Target Take-Off API message</u> CASA SIT time out	22-09:20 22-09:20	* FILED - * FILED_SLOT_ISSUED	22-09:25 22-09:46 <u>SRM</u>	

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.

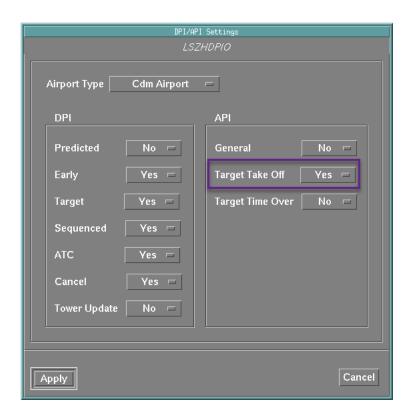


Figure 3: DPI/API settings for LSZHDPIO

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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