

NMD/NOM/NMOC	NOM-Operational Instruction					Temporary	Doc. ID :
							NOM-OI/25-086
Issued on: 26/11/2025 By: SVS	Subject Heathrow Airport (EGLL) Trial – Improved Arrivals Planning					Validity From: 26/11/2025 To: 30/06/2026	NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FL	TLP status	Green

1. Introduction

This OI is a revision to the previous OI/25-082 Heathrow Airport – Improved Arrivals Planning

This OI is written to inform NMOC of a SESAR operational trial that uses arrival planning information exchanges from EGLL and the actions to be taken.

The procedure allows EGLL airport operations centre (APOC) to identify and adjust the planning of specific flights arriving at an EGLL constraint. The procedure balances flight air holding times with ground delay to improve arrival punctuality in an environmentally sensitive manner. The EGLL AOP system will be used to communicate arrival flight target times generated by the Heathrow DCB system to ETFMS using NM B2B web service Arrival Planning Information.

In order to be allowed to use NM B2B services EGLL 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 period, E-help desk (EHD) requests for flights affected by trial regulations are permitted, as follows:

- AO requests for slot extension only, and
- UK FMP requests for slot improvement, swapping and extension.

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 UK FMP shall request a network cherry pick regulation to the NM tactical team using the available VCS communications.

Note: The NCP regulation may be activated at D-1, in ETFMS.

Note: Exception - this procedure is not applicable to situations of LVP with XCD/RVR.

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** {default is "NO"}
 - Traffic Volume: **EGLLTC**

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

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- Regulation ID XGLLA...
 - Start & End Time given by FMP
 - Window width standard adjustment
 - Reason Other
 - ANM remark Target Time Trial & as specified by FMP
 - Rate [normal] given by FMP – no pending slots
- ensure that the regulation is correctly applied (check: load display, monitoring value, slot list)
 - provide the implemented REGID to the FMP
 - inform the DOM

Figure 1: ETFMS regulation editor fields

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2.1. Monitoring of NCP Regulations

- **UK FMP is** 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, EGLL (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 EGLL network cherry pick regulation is not performant, then it shall be replaced by a conventional arrival regulation and then cancelled.

2.2. E-help desk (EHD) requests for NCP Regulations

- These flights are displayed with a **pink** indicator in the slot list.
- **AO** EHD requests **only** for **slot extension** may be actioned, without negative impact.
- **FMP** EHD requests for **slot improvement/swapping/extension** may be actioned without negative impact. **DO NOT UNFORCE these flights.**
- **Critical flights** standard procedures apply

2.3. Appearance of Arrival Planning Information

Figure 2 shows the ETFMS op log for the API message received for flight BAW41B requesting a 1001 target time at LAM (holding point) and the resultant SRM message with the corresponding CTOT back calculated from LAM.

Subject : Aircraft BAW41R		Last Updated: 07-09:53		
Period : 05-22:25 to 05-22:26		Matching entries : 1/2		
DD-HH:MM	Subject	Classification	Kind	Correspondent
05-22:25	BAW41R	Incoming Message	- Api	EGLLDPIO
User Id : 50310619				
Message :				
Received from: EGLLDPIO. Est. Xmit at: 25/11/05 22:25:09. Message description:-TITLE API				
-APISTATUS TAKEOFF				
- ARCID BAW41R				
- ADEP EHAM				
- ADES EGLL				
- EOBT 0915				
- EOBID 251106				
- ATVSTATUSINBOUND INI				
- TTOT				
- PTID LAM				
- EARLIESTTDO 251106100100				
- REGUL XGLLA06				
- IFPLID AA77076845				

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06-07:15 BAW41R

- EHAMZTX @AFTN

Message :

Sent to: EHAMZTX @AFTN EGTZGZP @AFTN EGTZDZF @AFTN LHRKBA

@SITA EGLLBAW @AFTN EGLLBAW @AFTN EDDFBAWH @AFTN AMSOVXH

@SITA. Message description:-TITLE SAM

- ARCID BAW41R

- IFPLID P000711266

- ADEP EHAM

- ADES EGLL

- EOBID 251106

- EOBT 0915

- CTOT 0930

- REGUL YGLLA06

-TTO -PTID LAM -TO 1001 -FL F116

-TAXITIME 0015

-REGCAUSE 0A 83

info:CASA slot decision=nNFirst LastNYYNNNNNNN

Data for Flight BAW41R 06-09:15 EHAM.

Last Updated: 07-09:52

Main	History	Secondary
Event	at	Resulting Status
Target Take-Off API message	05-22:25	* FILED
	New Obt	MsgOut Dis FppDis
	06-09:15	

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 OI should be suspended, then the DOM shall disable the processing of EGLL arrival planning information by setting the *Target Take Off* attribute to “NO”. Please see Other information. UK 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 **EGLLDPIO**.

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

The screenshot shows the 'DPI/API Settings' window for 'EGLLDPIO'. At the top, 'Airport Type' is set to 'Cdm Airport'. Below this, there are two main sections: 'DPI' and 'API'. The 'DPI' section has seven settings, all set to 'Yes': Predicted, Early, Target, Sequenced, ATC, Cancel, and Tower Update. The 'API' section has three settings: 'General' (Yes), 'Target Take Off' (Yes, highlighted with a purple box), and 'Target Time Over' (No).

Figure 3: DPI/API settings for EGLLDPIO

Note: Careful attention should be given when updating API settings to ensure that only the correct attribute is set.

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Trial Participant contact information

Arrival Planning Information:

UK – FMP Direct Access Key

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

- 5.1. NMOC positions are requested to send any trial questions and to provide trial feedback to:
Richard.Stevens@eurocontrol.int
- 5.2. The S3JU will publish the validation report during 2026.

Head of NMOC