

1 WHAT IS THE AIRPORT OPERATIONS PLAN?

The Airport Operations Plan (AOP) is a single, common and collaboratively-agreed rolling plan for an individual airport, which is available to all airport stakeholders.

2 HOW COMPREHENSIVE IS IT?

The AOP aims to coordinate the activities of each actor on site – including the airport operator, various airlines, ground handlers, local air navigation services provider and others. Starting months before a flight, the AOP is built up using all known information, including traffic schedules, major sporting events or planned airport works, and an early (“seasonal”) plan is created. In the medium term, more accurate information is introduced into the AOP, enabling its continual refinement. As the day of the flight approaches, more detailed information is introduced, such as accurate traffic demand, links between arrival and departure flights, runway configurations, trajectory-planning constraints and weather forecasts.

3 WHAT ARE BENEFITS OF THIS COORDINATION?

With up-to-the-minute information-sharing facilitated by the AOP, every operational stakeholder at a particular airport can have access to changes in scheduling, operating conditions and circumstances, allowing better, proactive performance management by everyone. This ultimately makes operations run more smoothly and efficiently.

5 IS THE AOP LINKED TO AIRPORT-COLLABORATIVE DECISION-MAKING?

Yes. There are strong links between AOP and Airport Collaborative Decision-Making (A-CDM). A-CDM is about creating “common situational awareness” – where all those aforementioned stakeholders share live information, in order to make better decisions. A live and rolling AOP is the natural next step for A-CDM-compliant airports.

4 WHO IS RESPONSIBLE FOR THE AOP?

The AOP is managed and monitored by the Airport Operations Centre (APOC), which can be a physical facility or a virtual collaboration between stakeholders. The alignment between planned and executed operations is continuously monitored, with changes being made to the AOP as required. As stakeholders update their intentions, or accurate flight-progress information is received, the AOP is refined and used to manage resources and coordinate operations. In case an alert is raised by the AOP monitoring, the APOC facilitates both solution definition and solution implementation.

6 WHAT IS THE NETWORK OPERATIONS PLAN?

The Network Operations Plan (NOP) is a comprehensive global plan for the network, also aiming at connecting the AOP of all the airports in the network.

7 THAT SOUNDS LIKE A LOT OF INFORMATION. HOW DOES THE NOP WORK?

It is. Through SESAR's System Wide Information Management (SWIM) services, the various network actors – air navigation service providers, airlines, ground handlers, meteorological experts and of course, airports – can coordinate their activities, with airports in particular putting forward their individual AOPs as primary information tools.

8 SO WHILE AOP COVERS THE MICRO-PERSPECTIVE ON AN INDIVIDUAL AIRPORT, THE NOP COVERS THE MACRO?

Yes, but the NOP's scope is also wider in that it includes information from more sources than individual AOPs do. The NOP ensures a common network-wide situational awareness.

9 THAT ALL SOUNDS GOOD FOR THE NETWORK, BUT WHAT DO INDIVIDUAL AIRPORTS GAIN?

With an AOP, individual airports receive more information and better control over the activities occurring on their sites. The combination of AOP and NOP increases predictability across the network and, of course, at individual airports. Ultimately, both empower airports to be the ground coordinators within the network. The knock-on effect of airports taking on that role is that their facilities will be used in a better, more efficient, optimised way. And better predictability will result in reduced delays, less unnecessary fuel burn by airlines (so, less pollution and more cost-savings for airlines), optimised resource utilisation and better services for passengers. Dealing with crises could also be easier and consequently affect smaller portions of the network than today.

10 WHEN WILL IT BE DEPLOYED?

Several European airports have already implemented partial APOC solutions focusing on landside-airside integration. The full SESAR APOC and AOP/NOP solutions including involvement of all airport stakeholders (Airport Operator, Airlines, Ground Handler, ANSP, etc.) and the Network Manager is expected to be delivered in 2016.