

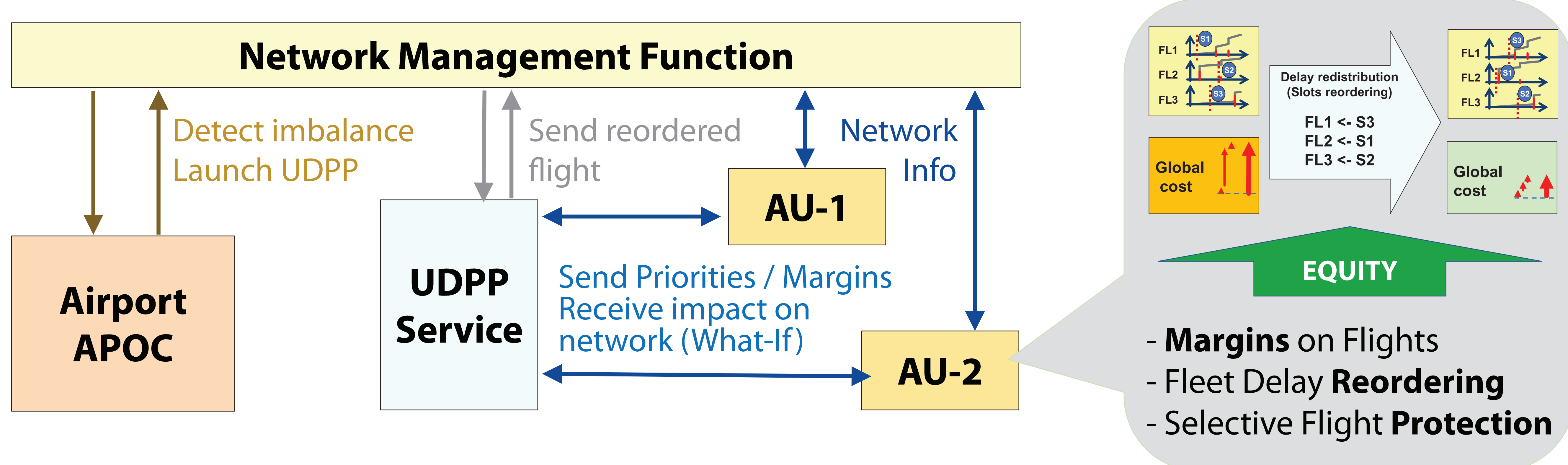


User-Driven Prioritisation Process

UDPP in the ATM Collaborative Framework



Logical architecture and workflow



Benefits for Airports

- UDPP improves the **pro-active** participation of **AUs in CDM** at airport.
- **Delay** is **reduced**
- Impact on **stand allocation planning** is less than actual planning fluctuations from current network disruptions
- **Better client service** is provided to AUs and passengers

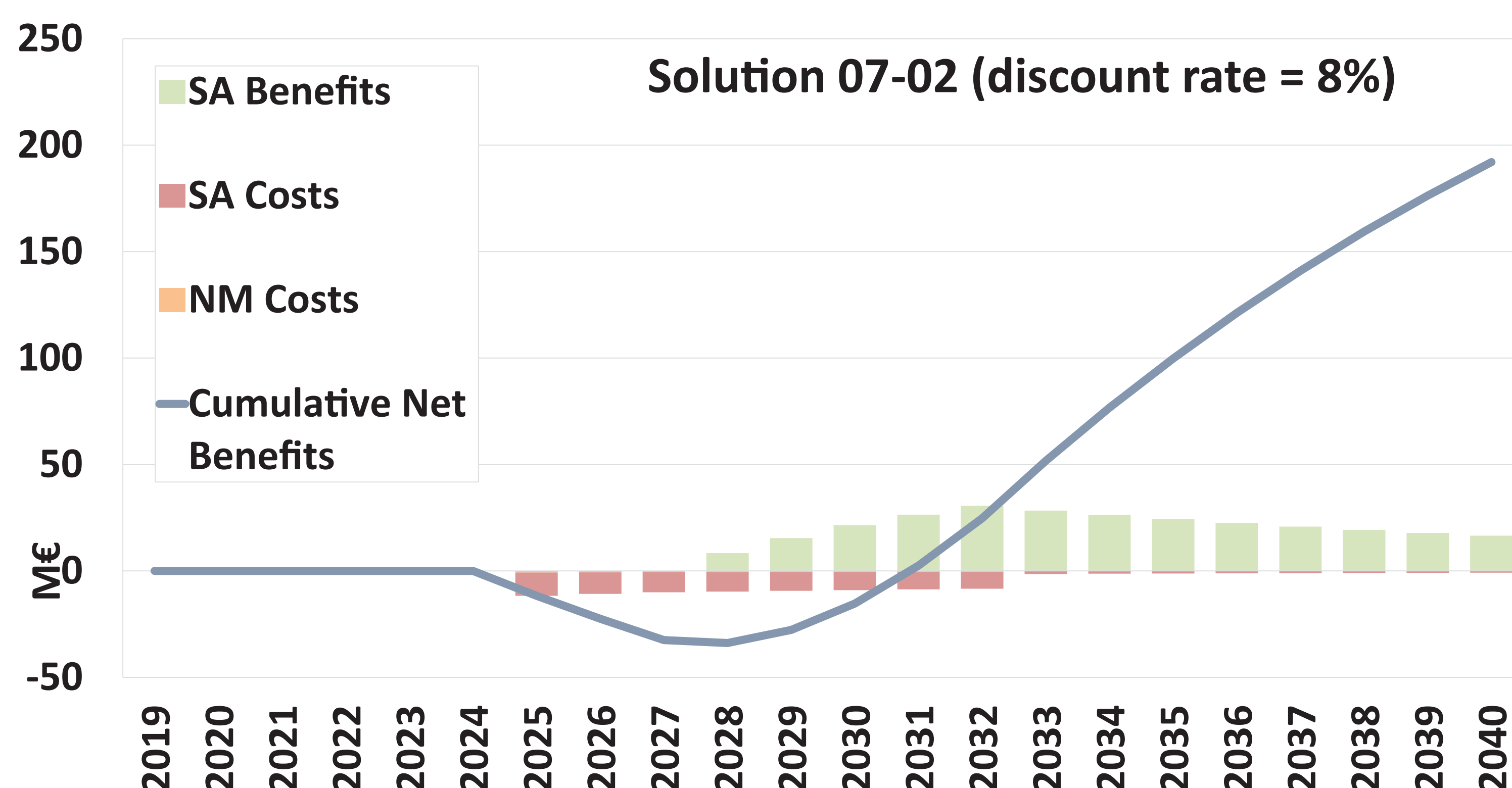
Benefits for AUs

- **Flexibility** is increased
- **Equity** is maintained
- **Cost-Efficiency** is increased - simulations at one airport with up to 7 AUs showed **58%** average reduction (**80K€**) on additional operating costs due to delays (results based on research cost model)
- Number of missed **passenger connections** is decreased

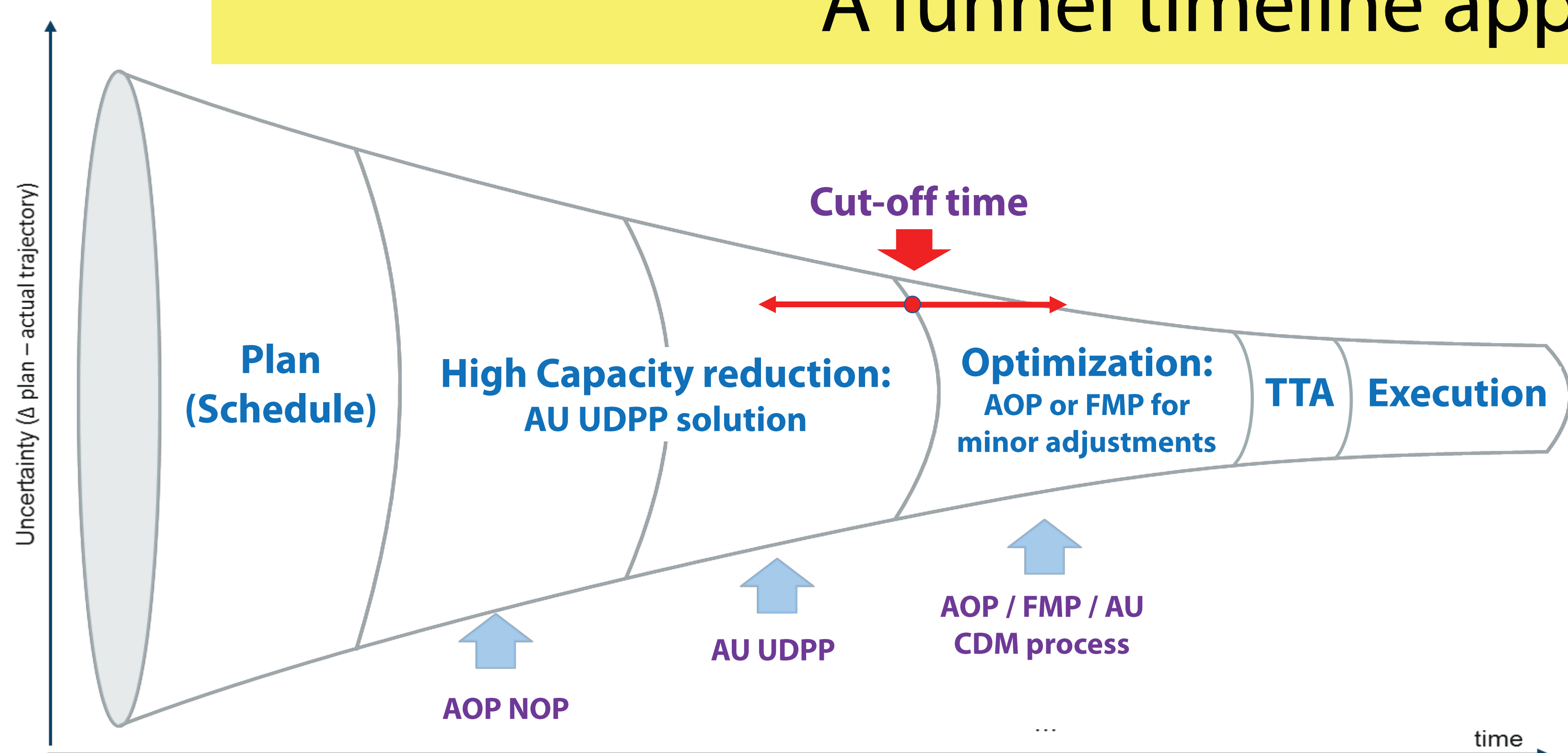
Business Case is **Positive**

Conservative assumptions used:

- **120** regulations per year where UDPP is used
- **15** hub airports
- **1** AU prioritising per airport
- **40%** average reduction of delay cost per AU and regulation (**50K€** average cost reduction)



A funnel timeline approach



Within the timeline when an imbalance occurs, AUs will use UDPP to reorder their planned flights, as input to ATFM optimisation, in order to reduce impact of delays.

Reference: N. Pilon, S. Ruiz, A. Bujor, A. Cook & L. Castelli, "Improved flexibility and equity for airspace users during demand-capacity imbalance - an introduction to the user-driven prioritisation process", Sixth SESAR Innovation Days, Delft, Netherlands, 2016



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