



# FAB Central Europe



## *Feedback on the Social Partners' proposal of coordinated handling of Ukraine crisis*

19<sup>th</sup> MAY 2015

Social Dialog Forum

Budapest

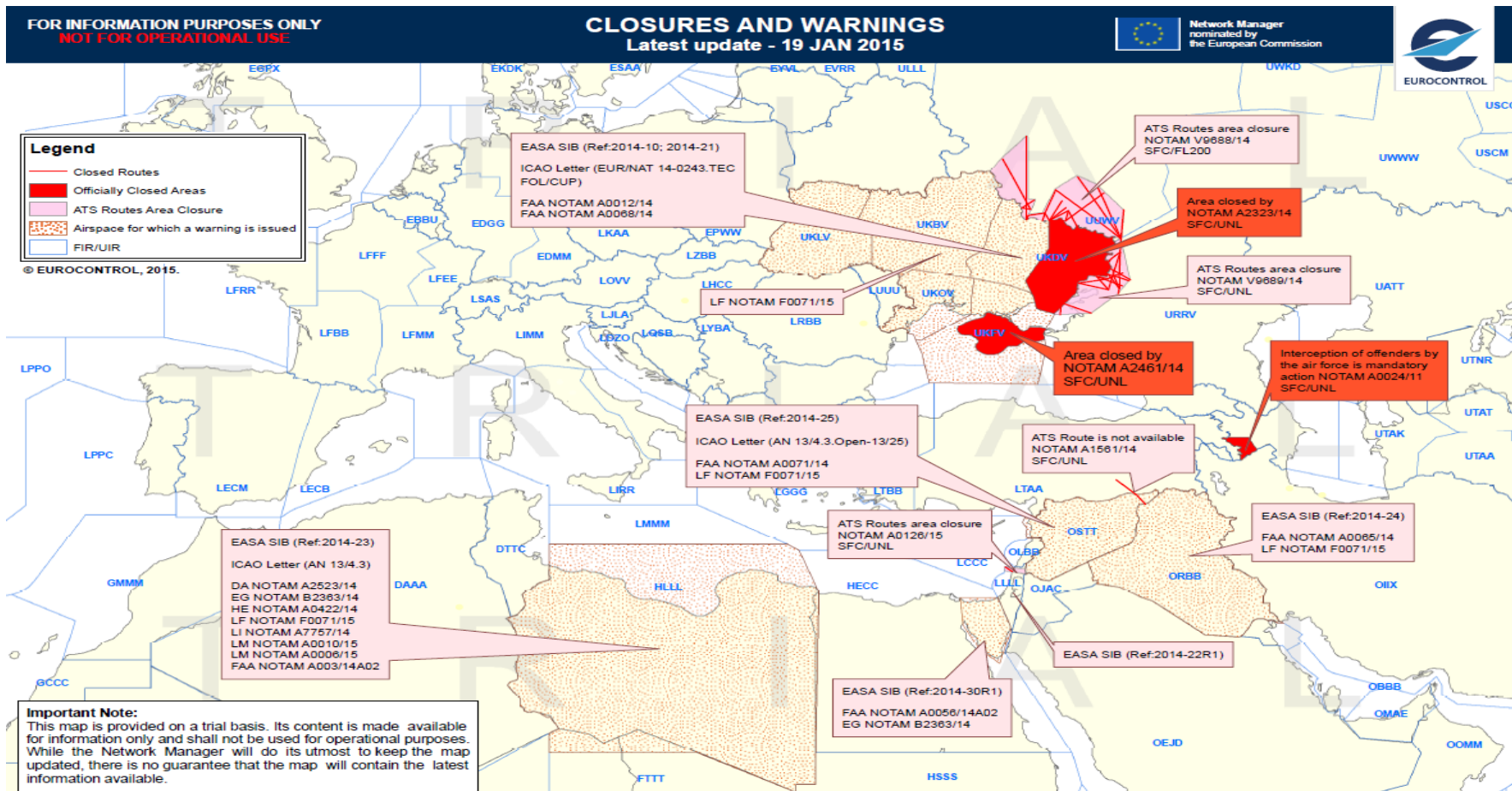
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*„A common FAB CE Plan to cope with sudden heavy increase of traffic”*





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*„A common FAB CE Plan to cope with sudden heavy increase of traffic ”*

Traffic situation in 2014 as a result of the Middle East and Ukraine crisis				
ACC NAME	TOTAL TRAFFIC	VARIATION ON THE PREVIOUS YEAR	TOTAL ER DELAY	% OF TOTAL ECAC
LDZO ACC	494 627	5,80%	162 768 min	2,80%
LHCC ACC	640 176	<b>12,00%</b>	1179 min	0,00%
LJLA ACC	271 241	5,70%	777 min	0,00%
LKAA ACC	674 917	2,50%	7693 min	0,10%
LOVV ACC	750 708	7,30%	19 509 min	0,30%
LZBB ACC	423 740	<b>10,00%</b>	60 660 min	1,00%
LBSR ACC	664 890	<b>24,80%</b>	0 min	0,00%
LRBB ACC	590 050	<b>16,90%</b>	0 min	0,00%
LYBA ACC	544 122	7,00%	2196 min	0,00%



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## *„A common FAB CE Plan to cope with sudden heavy increase of traffic ”*

As each overload scenario derived from a crisis/or service disruption, follows different patterns, and FABCE will react on sudden heavy increase of traffic by following means:

- On short notice, the relevant national and bilateral contingency procedures shall be applied.
- If it turns out that critical situations in terms of lack of capacity will need involvement of adjacent units (with priority given to FABCE units if operationally feasible), e.g. after T+6 (time of crisis + 6 hours) tactical bilateral coordination shall be applied.
- If the critical situation is going to last for more than several days or even weeks (month/years), the concerned bodies of FABCE, like FAPDG and FNOPG, shall take appropriate measures to analyze the crisis and to develop, in close cooperation with NMOC and the ATC units concerned, adequate actions to cope with the specific situation.
- In this respect special attention will be paid to staffing and sectorisation issues.



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