

# Message to Airspace users



## NM system identification and rejection of flight plans containing Yo-Yo and sharp turn angle profiles

A basic requirement for effective Air Traffic Flow Management is having predictability on both the capacity and the demand side. Analyses have shown that so-called “yo-yo profiles” and “sharp-turn angle profiles” (Turn) in flight plans are almost never flown.

Yo-Yo and Turn profiles occur in flight plans for various reasons incl. wind component optimization, software limitations/bugs, airspace structure issues, compliance with airspace restrictions, company route maintenance limitations, avoidance of ATFM regulations, etc. Flight plan adherence is a joint responsibility of both pilots and air traffic controllers.

### Yo-Yo profiles – Rejection by NM IFPS

As of 5th May 2021, flight plans containing the following Yo-Yo categories will be rejected by NM IFPS:

- descent of at least 4000ft is followed by a climb of at least 5000ft, or
- descent of at least 5000ft is followed by a climb of at least 4000ft.  
(values represent the total vertical change achieved in descent/climb)

if the vertical change occurs within a distance of 300 NM,

when:

- Flight type is S, N, G (not M, X)
- Type of aircraft is not a helicopter
- Yo-Yo interval is completely within IFPZ and visible (e.g. Yo-Yo interval completely IFR, without STAY indicator, without OAT condition etc.)
- Flight is not round-robin (ADEP=ADES)

Flight is exempted from rejection by using in ITEM18 RMK/PROFYINT (NM will monitor this code utilisation in post-ops and AU may be contacted when non-adherence to the profile is detected).

### Turn profiles – Identification by NM system

As of 27th April 2021, NM systems, will identify flights that have routes that contain sharp turn angles, when the turn is >90deg.

Information about detected sharp turn is available in the NMP Flight/CHMI/NOP/B2B flight list column (Turn) with details in the OPLOG.

Sharp turn angle flight plans that would be rejected by NM IFPS will be identified with the first uppercase letter “T” in the flight list TURN column (before date planned start of the for sharp turn angle profiles rejection).