



CDM@DSNA

Improving Flexible Use of Airspace



MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET SOLIDAIRE



DSNA



Direction générale de l'Aviation civile

Ministère la Transition écologique et solidaire



Sharing views

How do you want ASM to be improved? Needs and perspectives?

How to improve booking processes?

AUP/UUP and non manageable airspace?

CFSPs difficulties with regard to airspace availability?

Major military exercises (i.e. NATO, FS17, TIGER Meet, etc.), what do concerned actors need?





Sharing views

HOW TO IMPROVE BOOKING PROCESSES ?

- ❖ “Booking processes” have to be understood for this seminar as the “preparation of AUP”
- ❖ Sharing information in advance is the key to facilitate CDM process
 - There is a need to improve predictability, as far as practical
- ❖ There is a need to keep flexibility in AUP close to the time of operations
 - In order to optimised use of airspace structure available
 - The objective still be to answer airspace users demands
- ❖ Strong need to evaluate the feasibility of such a process in advance
 - When in advance, D-6, D-5 ... ?
 - ASM tools needed ?
 - Availability of airspace users to take into account adjustment/flexibility ?





Free Route Airspace a commitment to work together

Flying Buffer Zones, will they be satisfying?

Publication?

FUA DCTs and rolling UUP

What shall guide ASM in the future?

**ACTION
PLAN**





Finding solutions

Associating airlines in the airspace booking process?

AUP/UUP integration into automation?

Improving consultations/information?

**ACTION
PLAN**





LFLN
SFC/085

Thank you!



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