



CDM@DSNA

PREDICTABILITY AT STAKE



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What does predictability mean for DSNA ATM?

- Accuracy on traffic **demand** forecast based on flights **programs**

Strategic

- Better adapt human resources, reinforce rosters, better fit airspace design and lead technical innovations

*Pre-tactical
D-7 till D-1*

- better prepare ops room configurations, weekly ATCO reinforcements, relevant AUPs and ATFCM measures

- Accuracy on traffic **load** forecast based on flight plan **adherence**

*Tactical
D*

- Better CDM for appropriate ATFCM measures (H-3)

= Best way for capacity to fit the demand

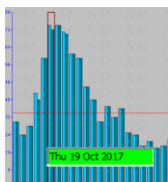
Before demand needs to fit the capacity





Why do we need predictability or where does unpredictability lead to ? (1/2)

- Impact on **efficiency / capacity**



- Artificial demand creates artificial ATFCM measures + lack of confidence on ATFCM tools

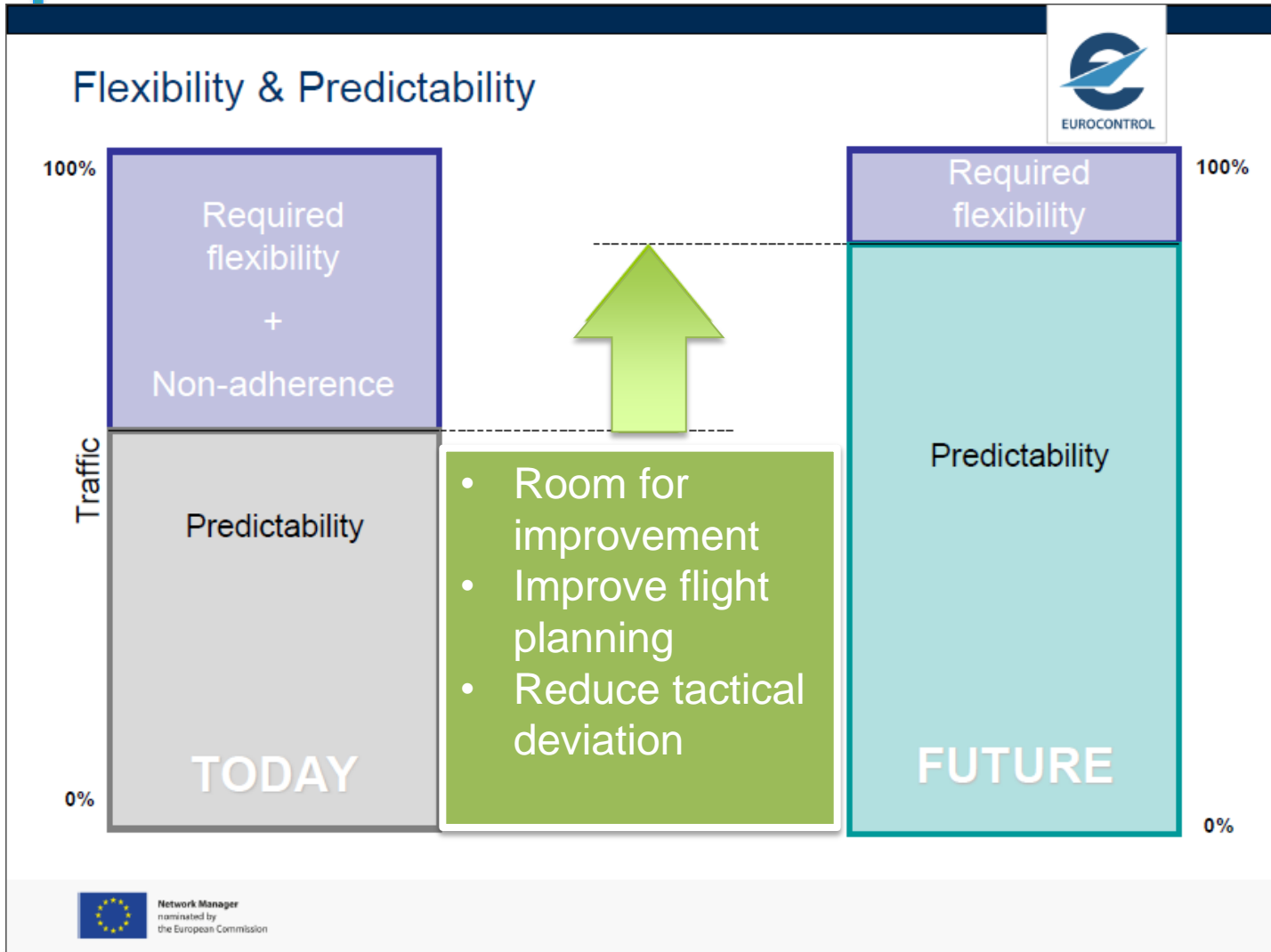


- Lowering occupancy monitoring values to anticipate intruders phenomena

- = Overall loss of capacity + Artificial increase of delays



Better CDM for appropriate ATFCM measures



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Why do we need predictability or where does unpredictability lead to ? (2/2)

- Impact on **safety** during daily ops
 - Inappropriate assessment on ops room configurations
 - Unexpected overload on elementary or unsplitable sectors
 - Unexpected flight plan route
 - Sharp turns
 - Inappropriate vertical profiles

Click!





How to get predictability more accurate?

Common share of the objective

- NM
Analyze and coordinate at network scale and train partners
- ANSP's (ATCOs, FMP cell)
Involve ATCOs to stick on flight plans (horizontal, vertical and schedule)
Cooperate to help in flight planning : CAP process and post analysis
- AO's
No over reacting when facing "light" delays (flight plan volatility)
"File what is willing to be flown and fly what has been filed"
Involve cockpit crews
- CFSP's
Take FMS calculation on board and eradicate aberrant flight plan
Improve RAD understanding





Any questions?



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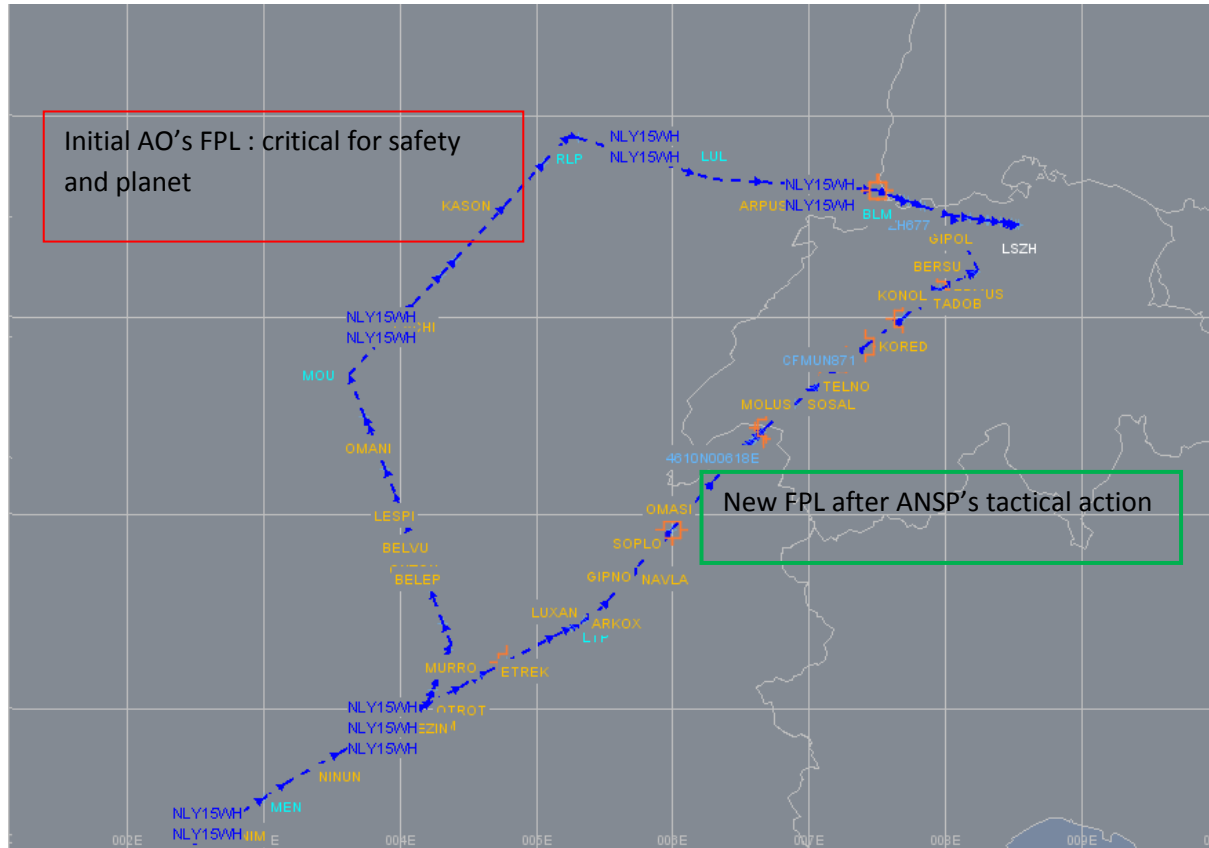


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Why is this profile unsafe or not flown?



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Why is this profile unsafe or not flown?



Early descent and yoyo...
like a bull in a china-shop

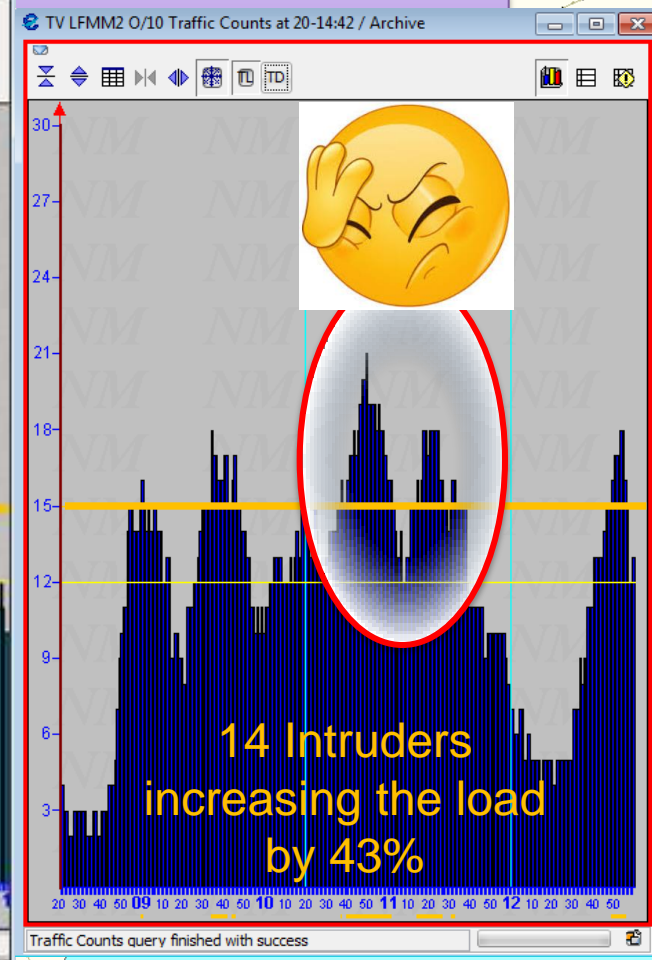
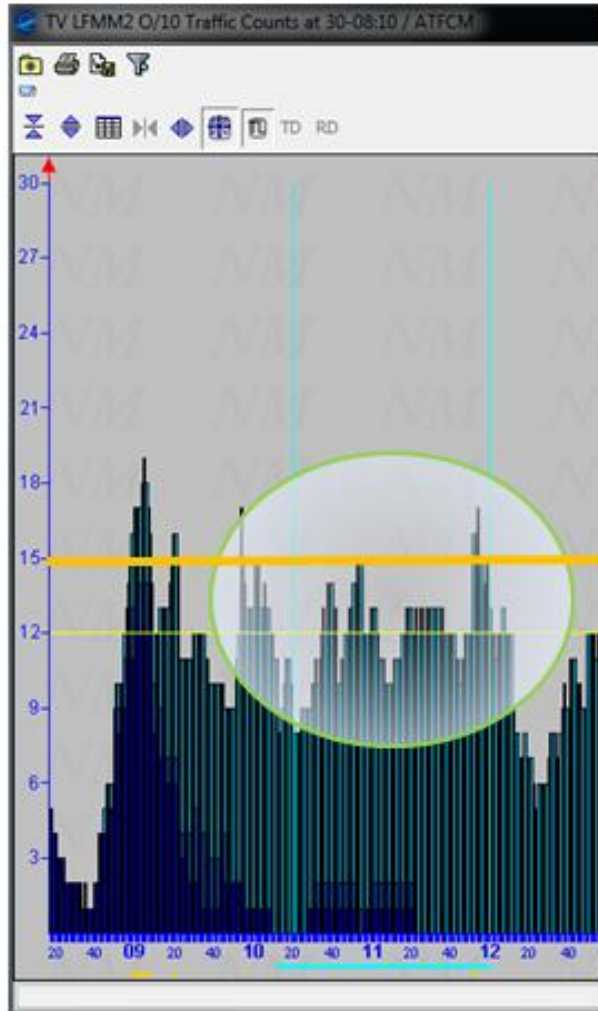
Poor ATC detection
from flight plan
processing





How accurate is the info on D-day?

EUROCONTROL NE



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Next time I won't optimize the rate = Loss of capacity

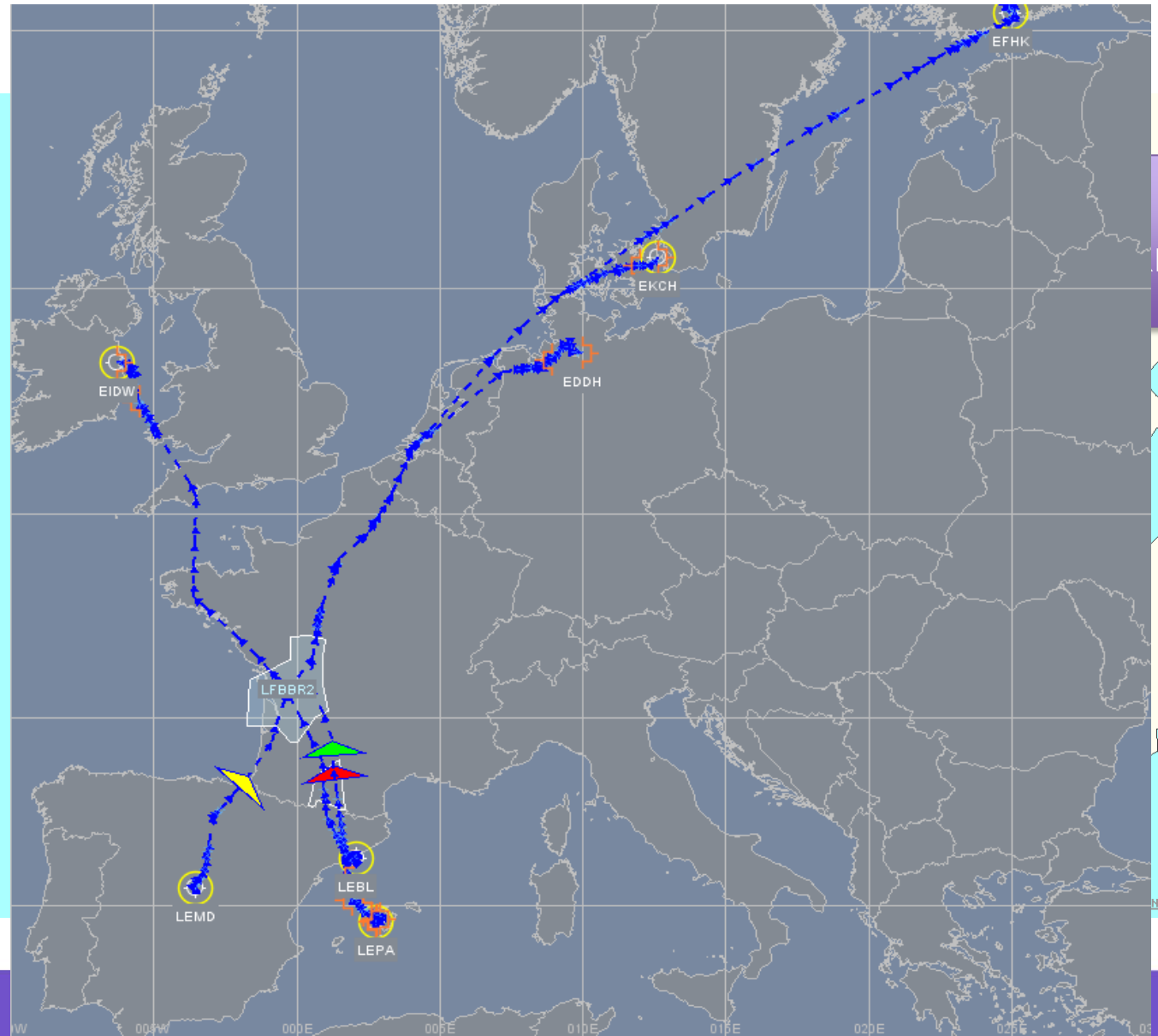


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How accurate is the info on D-day?

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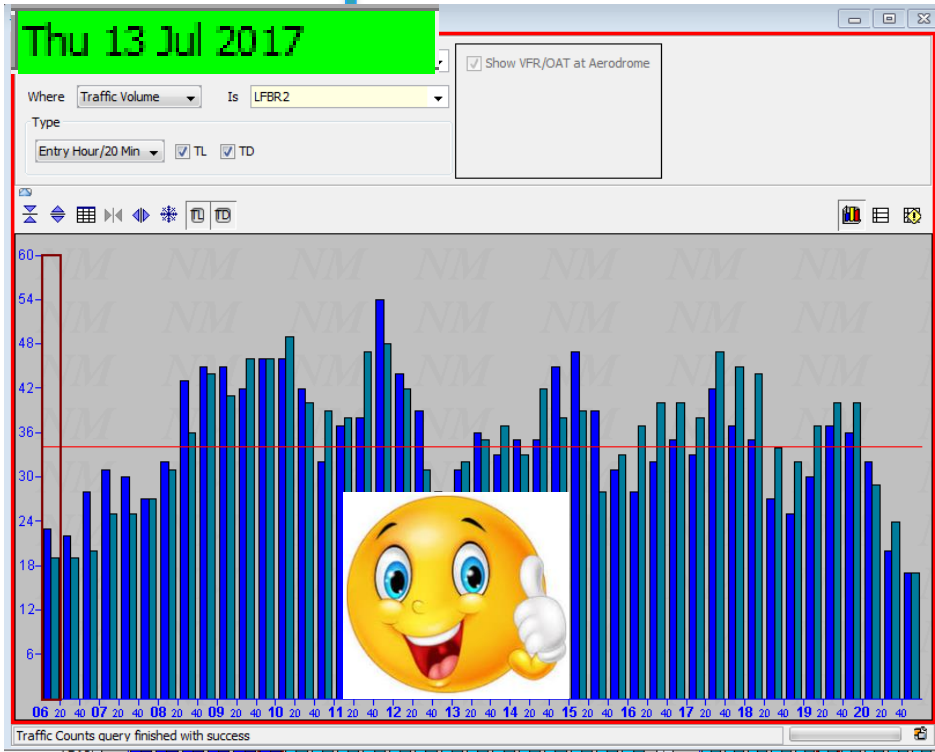
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How accurate is the info on D-day?



No delay
Capacity optimization

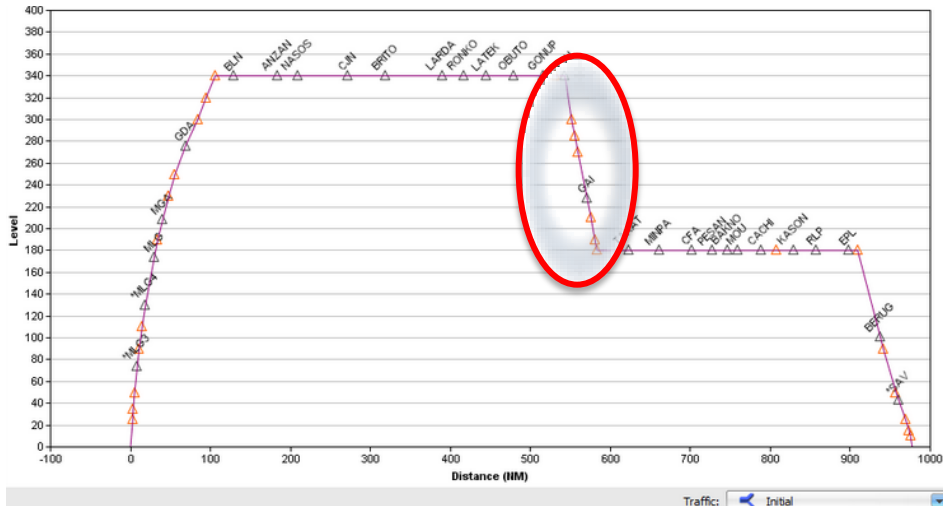
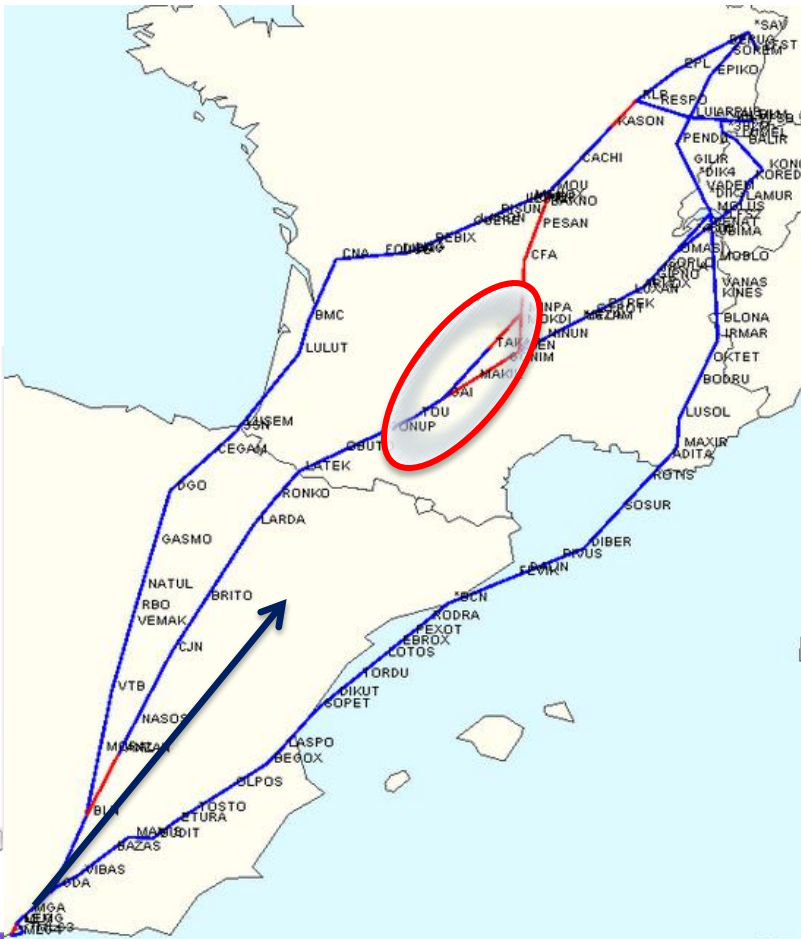




Low RFL

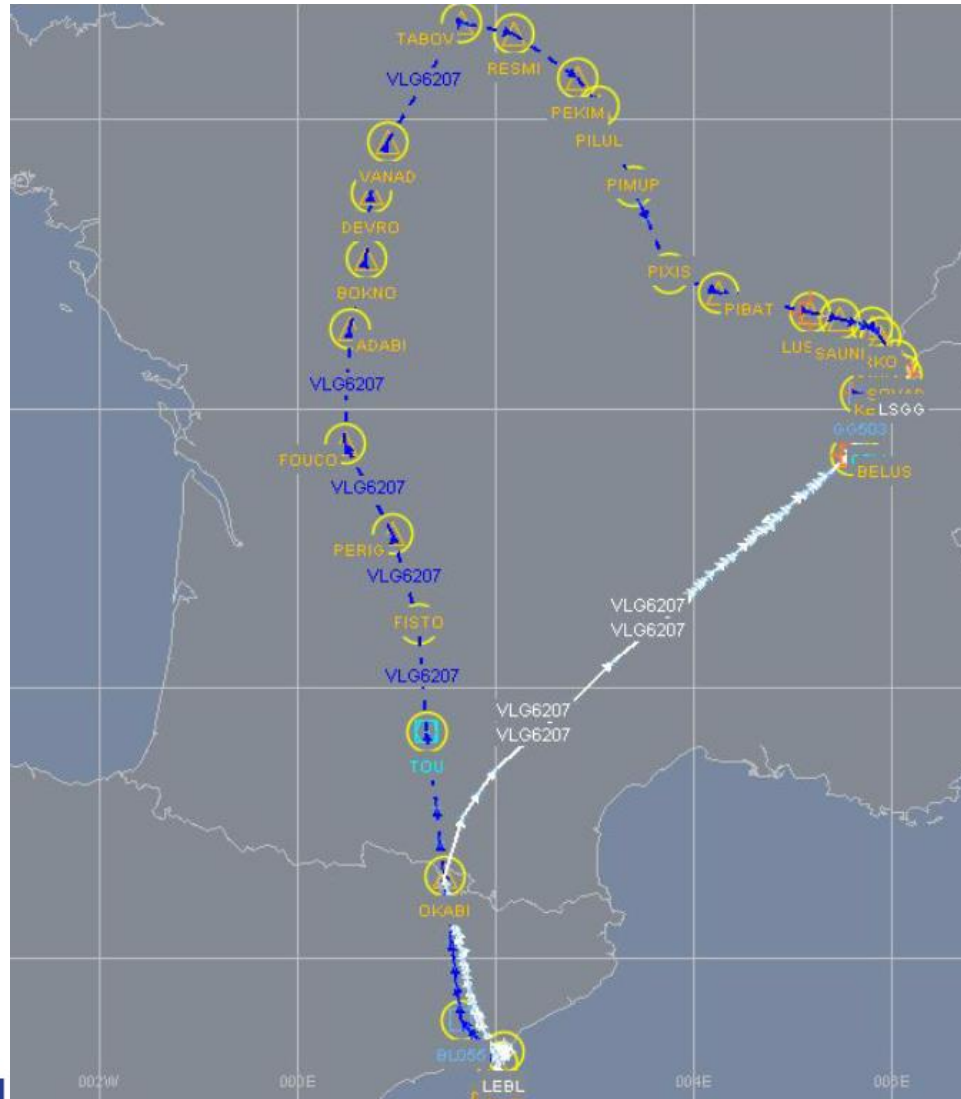
Consequences for aircrews

We prefer optimal FMS cruising FL rather than CFSP's, « we shall request it on frequency »





Example of aberrant CFSP's FPL



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