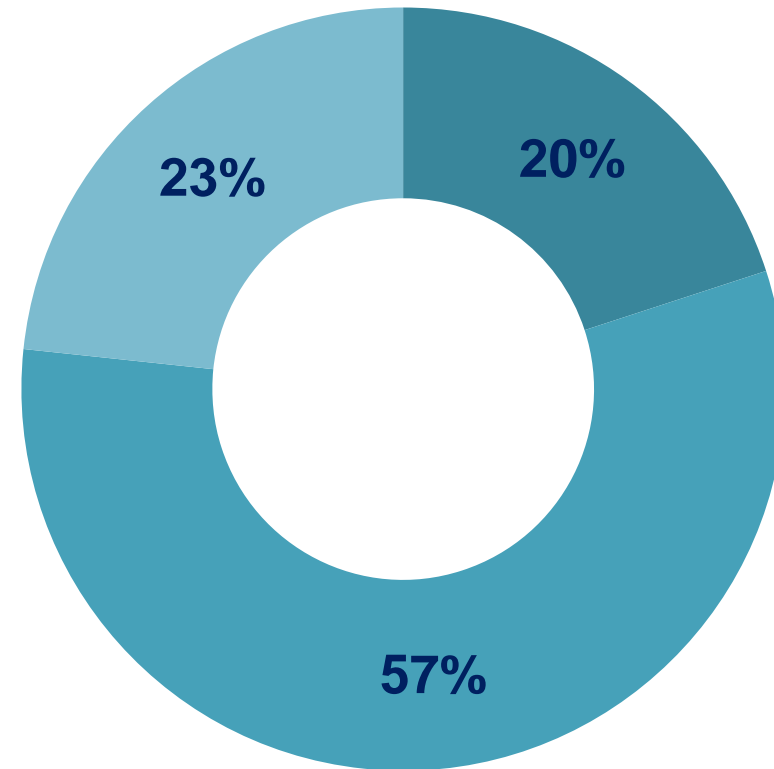


CDM@DSNA SEMINAR

Paris, 19th November 2015

Participants satisfaction



■ Very satisfied ■ Satisfied ■ Neither/nor dissatisfied ■ Dissatisfied

[Click here for full customers & partners satisfaction review](#)



19th nov 2015

cdm@dsna seminar wrap up

symbiotic
relationship

tangible
information

CDM@DSNA

trust

transparency

Disruption management
weather, strike, special events
recovery strategies

Network management

Strategic, pretactical & tactical scope

performance roadmaps

improved Predictability

quick win solutions & local initiatives



DSNA



A comprehensive gate to gate approach to CDM

- ✓ building consistent recovery strategies when disruptions arise
using the Massdiv tool for a shared access to diversion possibilities
- ✓ the same level of service for airlines operations
- ✓ adjusted frames for regional CDMs
- ✓ terminal area constraints integrated into en-route initiative studies
- ✓ strategic performance roadmaps for all major DSNA airports



dgac

FABEC

SESAR
JOINT UNDERTAKING

Direction générale de l'Aviation civile

DSNA

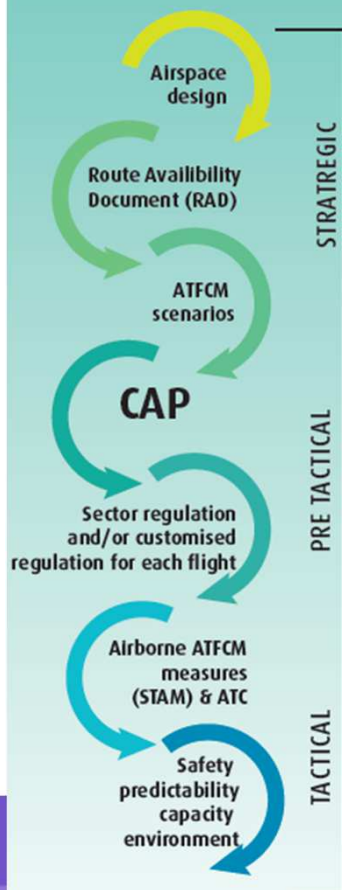
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Collaborative Advanced Planning

a new en route collaborative initiative by DSNA

CAP IS PART OF A FLOW MANAGEMENT MEASURES SEQUENCE THAT ALLOWS ATC CAPACITY REGULATIONS TO BE STREAMLINED.



- ✓ a daily ops procedure part of a consistent flow management sequence
a tangible means for smart collaborative reflowing trials have showed significant delay reductions
- ✓ participating airlines are satisfied
transparent assessment of the benefits will be achieved, customised feedback conducted
- ✓ CAP scope should be extended to other areas
new bottlenecks, new critical traffic flows such as the SW Axis
- ✓ CAP should be a procedure used for the entire European network
- ✓ Eurocontrol welcomes, encourages & supports CAP
however priorities will need to be set as regards European Air Traffic Flow and Capacity Management (ATFCM) projects currently in progress



Computerised Flight Plan Service Providers

the new comer

- ✓ CFSPs can generate flight planning inefficiencies
- ✓ on time operations can not bear unrealistic flight profiles that are never flown
- ✓ fighting these software errors is time consuming
- ✓ CFSPs should integrate CDM processes to tackle such issues



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Flight Management Positions

Pivotal partners for airlines operations & CFSPs

- ✓ Detecting CFSPs coding mistakes
- ✓ Making sure the optimal available route is planned
- ✓ Defining collaborative quick win solutions
City pair improvements, DCT availability as regards seasonality, airspace management, etc...
- ✓ Helping to read through the Route Availability Document

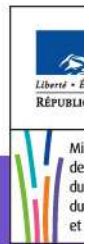




Participants needs & expectations

Getting from origin to destination as safely, simply & efficiently as possible

- ✓ A shared safety approach as the milestone to CDM processes
- ✓ Different business models need to be accommodated
punctuality, flight efficiency, fuel consumption focus
- ✓ ATC adjustments to new ways of flying is needed
cost index flying, speed control & mitigation solutions, early descents
streamlining
- ✓ Flexibility for airlines operations need to be reached
while ensuring maximum predictability for the network
- ✓ Departure/arrival management tools have to
consistently communicate



The greater successes are the collective ones



Thank you for your participation

Customer relations

dsna-customer-bf@aviation-civile.gouv.fr



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