Building Collaborative Short Term Solutions for Safer and More Efficient Network Operations

DSNA iterative and collaborative summer ATFCM plans

ANSP
- Involved in ATFCM measures interface stability

Airlines
- Flight centric approach
- User preferred route (UPR)

Network Manager
- Anticipated and planned ATFCM information
  - European network stability
  - ATFCM measures consistency

CFSP
- Simple and homogeneous coding of ATFCM measures

Adherence
- Comprehensive and coordinated set of ATFCM measures
- Cost benefit analysis of implemented measures
- Collaborative advanced planning
- Collaborative post ops process

Optimising Capacity
- DSNA traffic flow predictability
  - For network stability
  - Flight centric approach
  - Flight plan adherence

On Time & Flight Efficient Operations
- MAC 2018
- March 29th 2018
- Fine-tuned ATFCM measures and airspace design where and when needed

MAC 2018 – Starts March 29th 2018

- MCP and STAM* 10 traffic flows
- Expanding CAP* More flight efficient airspace design and advanced FUA in Bordeaux ACC
- Mandatory rerouting and level-capping scenarios
- National coordination for best regulation strategy

Flexible RAD linked to scenario activation + new RAD measures

MAC 2019

* Mandatory Cherry Picking (MCP) and Short Term ATFCM Measures (STAM): flight level capping and minor reroutings
** Collaborative Advanced Planning (CAP): guided collaborative relighting using dsna.fr interface
The 5 French ACC worked closely together and agreed upon a third coordinated ATFCM plan set to best organize traffic flows in the French airspace during the busy summer season. The objectives remain to help ensure the highest levels of safety and push back the need for traffic regulations, thus minimizing en-route delay.

The MAC plans are put together under the aegis of the Network manager and with the objective to particularly address the most delay contributor French control sectors identified during the previous summer.

During peak hours, RAD measures are implemented instead of rerouting/FL scenarios to stabilize the demand on the busiest traffic flows, at a time when predictability is an utmost challenge.

EXPANDING MAC PROCESSES TO THE CORE AREA TRAFFIC FLOWS

The 4 En route Centers ATFM initiative bring together the 4 most concerned ANSP in the core area to define the best set of coordinated ATFCM measures to deliver short term solutions to minimize the delay in the busiest area of the European airspace and address in particular MUAC and Karlsruhe high difficulties. MAC18 plan was coordinated with the 4 ACC initiative through the Network Manager and potential French delay-reduction measures were carefully assessed so that only those that would not increase delay in the rest of Europe were implemented.

Therefore, DSNA also prepared an organization to be able to quickly coordinate between the 5 french ACC in case of traffic overload in order to implement the most efficient and precise regulations over the French area to ensure safety at a minimal cost for airlines.

MAC 17 HAS BEEN BENEFICIAL TO YOUR OPERATIONS

2016
April-october
581 613 min
-17% delay
MAC 17
2017
April-october
483 323 min
+7% overflights

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