DSNA Summer 2018
ATFCM plan:

MAC18 BRIEFING
For Airline’s Operations Control Centers

Valide information at the date of the version 2.0:
14/05/2018
DSNA SUMMER 2018 ATFCM PLAN

- Flexible RAD linked to scenario activation & New RAD measures
- Expanding CAP: 10 traffic flows
- MCP and STAM
- National coordination for best regulation strategy
- ATM scenarios (FL & RR)

**MAC 2018**

- Route Availability Document
- Collaborative Advanced Planning
- Flight Level & ReRouting SCenarios
- Mandatory Cherry Picking
- Short Term ATFCM Measures

Starts (postponed by NM) APRIL 26th 2018

Amended & new MAC18 scenarii made available by NM between 26th April & 14th May 2018

Lake coordination for best rerouting suggestions in case of HotSopt in LFEE/LFMM
Team work of all French FMPs based on previous years experience and especially on May-Sept 2017 post Ops analysis

Sustainable former measures kept

New Scenarios/RAD:
- Maintain flexibility in daily usage
- Increase responsiveness of global and french network to traffic uncertainty
- Fine tuned measures to maximise capacity assets
- Rationalise city pairing with « combing » strategy

Regulation strategy:
- Fine tuned coordination to push back the need for traffic regulations when other measures are not sufficient or available
MAC Objectives:
- Optimise use of DSNA airspace capacity
- Coordinated measures between ACC (scenarii)
- Collaboration with A0s to avoid regulations (CAP)

MAC 2018 measures:
- Level capping scenarii on more accurate city-pair & peack hours
- ReRouting scenarii on more accurate city-pair & peack hours
- RAD measures on more accurate city-pair & peack hours
- CAP flows

MAC 2018 monitoring:
- Weekly teleconference with between all french ACC
- Preceding week PostOps
- Fine tuning of the measures (scenarios, regulations, new RAD measures)
FL & RR SCENARIOS
Access to the description of the scenarii on Eurocontrol NOP portal
https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/

Rerouting Suggestions in case of Hotspot
MEASURES ON THE MAIN TRAFFIC FLOWS
MEASURES BY FLOW
(SCENARIOS & REROUTING SUGGESTIONS)

Access to the description of the scenarii on Eurocontrol NOP portal
https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/

All detailed in dedicated briefing
FLOW:
FROM: NORTH-EAST EUROP
TO: SOUTH-WEST EUROP

Information about Hotspot:
- Rerouting Suggestions
- Airline has to find the best option for it
MAC18 SCENARIOS & REROUTING SUGGESTIONS FROM NORTH-EAST EUROPE TO SOUTH-WEST EUROPE

Legend

Traffic Flow

Flip-Flop RR

FL or RR

« combing » FL scenarios:
- DEP EHAM > FL355
- DEP EBPR > FL 310
- DEP EBBR > FL290

Reminder of RR Scenarios off-loading LFEE5R:
- DEP EHEH > FL330
- DEP EBBR > FL 310
- DEP EBCI/LFQQ > FL290

5 accurate Rerouting suggestions to off-load LFMMRAE (measures could be suggested in case of Hotspot at LFMMRAE):
- DEP EDDL ARR LEPA/LEBL
- DEP EDDK ARR LEPA
- DEP EDDF ARR LEMD
- DEP ESSA ARR LEMG
- DEP EN/EKYT ARR LEBL/LEPA/LEIB

6 accurate Rerouting suggestions to off-load LFEE5R (measures could be suggested in case of Hotspot at LFEE5R):
- DEP EHEH ARR LEPA/LEIB
- DEP EHEH/EHAM/EHRD ARR LFMI
- DEP EHAM ARR LFMI/LFMN
- DEP EDDK ARR LEBL/LEPA/LEIB
- DEP EDLV ARR LEPA/LEIB
- DEP EDDK ARR LEPA/LEIB

NB: Main MAC18 RAD restrictions During 09H-13H TU

MAC18 Synthesis OCC Briefing Version 2.0-20180514
Direction Générale de l’Aviation Civile
Ministère de la Transition écologique et solidaire
SOUTH WEST AXIS:
FROM NORTH TO SOUTH

- **AMENDED SCENARIOS:**
  - FL1HYRZU/FL2HYRZU/FL3XKHRZ/FL1XKHZL: … »DITAL or **DEPOM** or **ARKIP** » WPT in « level constraint/Refile» field
  - FL2XKHRZU/FL2XKHRZI: **FL345** max & WPT in « levelconstraint /Refile» field → amendments made available by NM on 26th April 2018

- **on going studied measures in case of Hotspot in LFEE/LFMM:**
  - **To off-load LFMM:**
    - DEP EDDL: ARR LEPA/LEBL
    - DEP EDDK: ARR LEPA
    - DEP EDDF: ARR LEMD
    - DEP ESSA: ARR LEMG
    - DEP EN/EKYT: ARR LEBL/LEPA/LEIB
  - **To off-load LFEE:**
    - DEP EHEH: ARR LEPA/LEIB
    - DEP EHEH/EHAM/EHRD: ARR LFMN
    - DEP EHAM: ARR LFML/LFMT
    - DEP EDDL: ARR LEBL/LEPA/LEIB
    - DEP EDLV: ARR LEPA/LEIB
    - DEP EDDK: ARR LEPA/LEIB
Legend

Traffic Flow

Flip-Flop RR

FL or RR

Reminder of RR Scenarios
off-loading LFBBCTA:

- DEP LEBL ARR EDDF/DT/DH/DL/DV ESSA/EKCH/ELLX/EFHK
- DEP LEPA/LEIB ARR EDDL/DH EKCH EFHK EHEH
- DEP LEBL/LEGE/LEGR ARR EDDH EF.. EK.. ES..
- DEP LEPA/LEIB ARR EDDH EF.. EK.. ES..

North-East Europe

Spain/Baleares

SCENARIOS MAC18
FROM SOUTH-WEST EUROPE
TO NORTH-EAST EUROPE
2FL scenarios deleted and be replaced by 4 accurate FL Scenarios studied via LFEEHNR or LFEEKHNR (LG/LI>EGKK via LFEEKHNR refused by NM Strat).

DEP LI: ARR EGKK
DEP LG: ARR EGKK
DEP LT: ARR EGKK

2 accurate RR Scenarios via MOLUS/BORMI studied to Off-loading LFMMRAE:

(on going, not usable for the beginning of the summer season)

DEP LIRN, Lyon_Group ARR EGKK/EGLL at FL345max

Amended scenario: accurate FL Scenario via LFEEKHNRDT (on going, not usable for the beginning of the summer season)

DEP LSGG, Lyon_Group ARR EGKK/EGLL at FL345max

Traffic Flow
Flip-Flop RR/FL
Sectors

South-East Europe: Italy/Greece/Turkey
SOUTH-EAST EUROPEAN COUNTRIES ➔ EG

- **AMENDED SCENARIOS:**
  - FL1HN R1: added DEP Lyon_Group, & FL345 max
  - FL2KHN RD: added DEST EGBB/GW/LC/GD
    → amendments made available by NM on 29th April 2018

- **DELETED SCENARIOS:**
  - FL1KHN R/FL2HN R: deleted and replaced by 4 FL scenarios more accurate on citypair/peak hours (MAC18-Measure_37 to -42)
    → amendments made available by NM on 29th April 2018

- **8 NEW SCENARIOS (on accurate citypairs and peak hours) impact DSNA, LI, LS:**
  - 4 FL scenarios MAC18-Measure_37 to -40 (from LI, LG, LT to EGKK), FL N°41/42 refused.
  - 2 RR scenarios MAC18-Measure_31-E & 31-F (from LIRN, LIRF, LIRAT to London South group)

amended and some of the new scenarii ➔ made available by NM on 29th April 2018
Ministère de la Transition écologique et solidaire
Direction Générale de l’Aviation Civile

FL Scenarios via LFRRMZSI refile below FL295:
- FL1RMZSI (added DEP EGJ* & ARR Lyon Group)
- FL2RMZSI (added DEP EGJ* & ARR Lyon Group)

FL Scenarios via LFRRMZI refile below FL345:
- FL1RMZI (added DEP EGJ* & ARR Lyon Group)
- FL4RMZI (added DEP EGJ* & ARR Lyon Group)

FL Scenarios via LFRRMZU refile below FL365:
- FL1RMZU (added DEP EGJ* & ARR Lyon Group)
- FL2RMZU (added DEP EGJ* & ARR Lyon Group)
- FL3RMZU (added DEP EGJ* & ARR Lyon Group)
- FL4RMZIU (added DEP EGJ* & ARR Lyon Group)

amendments of the scenario → made available by NM on 28th April 2018
EG → SOUTH-FRANCE

- AMENDED SCENARIOS (impact DSNA):
  - FL1RMZI/FL1RMZSI/FL1RMZU/FL2RMZSI/FL2RMZU/FL3RMZU/
    FL4RMZI/FL4RMZU:
    - DEP EGJ* added
    - DEST Lyon Group added

→ amendments made available by NM on 28th April 2018

amendments of the scenario → made available by NM on 28th April 2018
accurate FL Scenarios off-loading LFMM sectors:
- DEP LFML ARR LEMD/LPPT at FL295 max
- DEP LFLL ARR DA at FL295 max
- DEP LIM ARR LEBL/LEPA at FL295 max
- DEP LIM ARR LEBL/LEPA at FL295 max
3 NEW SCENARIOS (on accurate citypairs and peak hours, impact DSNA):
- 3 FL scenarios MAC18-Measure_29-A, 29-C -30-D (from LIM, LLLL, LFML to DA, South & south-east Spain) at FL295 max via LFMM sectors.
  → amendments made available by NM on 09th May 2018

LEPA/LEIB → EDDS/LSGG, LSZH, LFSB

1 NEW SCENARIO (on accurate citypair and peak hours, impact DSNA):
- 1 FL scenario MAC18-Measure_30-B (from LEPA/LEIB to EDDS, LSGG, LSZH, LFSB) at FL345 max via LFMM sectors.
  → amendments made available by NM on 09th May 2018
ROMA ⬛️ TOULOUSE/TARBES

2 accurate FL Scenarios off-loading LFMMF234 & LFMMM234 sectors:
- DEP LIRF/LIRA ARR LFBO/LFBT at FL305 max

accurate FL Scenario off-loading LFMMF234 & LFMMM234 sectors:
- DEP LFBO/LFBT ARR LIRF/LIRA
  - at FL295 max

Legend:
- Traffic Flow
- Flip-Flop
- Sectors

ROMA
ROME ↔ TOULOUSE/TARBES

- 3 NEW FL SCENARIOS (on accurate citypairs and peak hours, impact DSNA):
  - 1 FL scenario MAC18-Measure_29-D (LFBO/LFBT to LIRA, LIRF).
  - 2 FL scenarios MAC18-Measure_29-G -H (LIRA, LIRF to LFBO/LFBT).

→ amendments made available by NM on 09th May 2018
Fine tuned coordination between the 5 french ACC for Regulation:
- Aims:
  - 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.

Weekly PostOps/pretact teleconference between French ACC
- Weekly review process between the 5 french ACC in order to analyse the past week.
- Learn lessons of the past week to adjust and plan the next week measures.
RAD APPENDIX 03
RADAN PAN EUROPE

All detailed in dedicated briefing

Access to the RAD measures on Eurocontrol NOP portal
https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/
RANKING OF FLIGHT IN LEVEL

MAC OBJECTIVE: SPREAD THE DEMAND ON ALL THE LAYERS TAKING INTO ACCOUNT AIRPORT OF ORIGIN

5 MAC17 Scenarios (full-package) put into RAD measures during peak hours (09h/13h):

In order to stabilize the demand on the busiest traffic flow.

- RAD for FL1HYRZU & FL2HYRZU
- RAD for FL2KHRZU until DITAL or DEPOM ARKIP
- RAD for FL2KHRZI until DITAL or DEPOM ARKIP
- RAD for FL1XKHZL & FL3XKHZR until DITAL or DEPOM ARKIP

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COLLABORATIVE ADVANCED PLANNING

- Continuation of Collaborative Advanced Planning
10 CAP TRAFFIC FLOWS

Care to join www.dsna.fr
NEW AIRSPACE DESIGNS in:

- Bordeaux GT ESSO
- Paris level reorganisation
GT ESSO: BORDEAUX NEW AIRSPACES

BEFORE 1rst MARCH

FROM 1rst MARCH

UIR LFBB: present situation

UIR LFBB: GT ESSO
TSA 32-34-35 EVOLUTION

Airspace transfer between civil and military users
To the benefit of civil traffic: removal of TSA32 and TSA35
To the benefit of military traffic: TSA34 widening
TSA 34 ADAPTABILITY

Depending on traffic demand, different configurations of TSA34 will be used.

These configurations will provide more space around AGN for tactical vectoring.
Presently, Eastbound routes and Westbound routes present a twist

This creates more complexity and leads to some inefficiency since Eastbound flights are transferred to Z sector and few minutes later to N sector.
With GT ESSO and benefiting from Madrid network reorganization, the axis are swapped.
Sectors are modified to allow Eastbound traffic to enter directly in N sectors.

This will reduce frequency changes and providing separation with northbound flow will be made more efficient.
PARIS NEW FLIGHT LEVELS IN SECTORS

FL340/FL350 in T & PW sectors