



CDM@DSNA

SEMINAR
AND OPERATIONAL
WORKSHOPS

Operational Working Session

26/11/2019

SHARE VIEWS,
GET RESULTS



DSNA

Direction générale de l'Aviation civile

Ministère la Transition écologique et solidaire

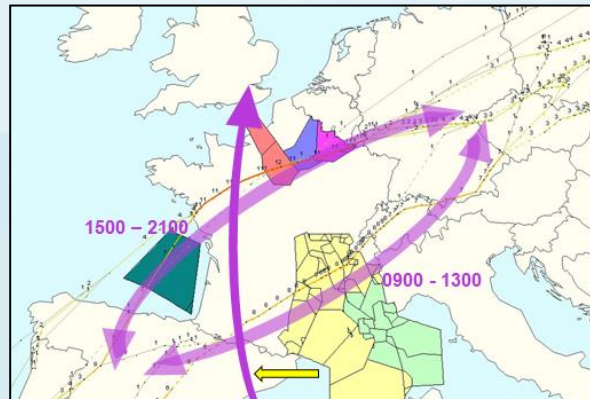
- Summer 2019 performance review
 - ❖ eNM/ANSP S19 results
 - ❖ Orly 2019 runway works
- 2020 airspace modification
 - ❖ ZENA Atlantique and ZENA Gascogne
 - ❖ R108H FBZ
- ATFCM working methods
 - ❖ Weather regulations
 - ❖ Temporary RAD restriction removal
- 2020 preparation
 - ❖ Jan-March scenarios for LFEE 4-Flight training
 - ❖ First elements on eNM/ANSP S20 orientations

Summer 2019 performance review

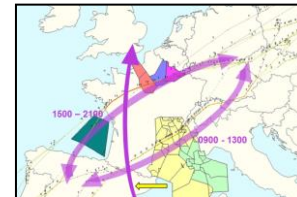
- ❖ eNM/ANSP S19 results
- ❖ Orly 2019 runway works

Summer 2019 performance review

- ❖ eNM/ANSP S19 REX
- ❖ Orly 2019 runway works



→BOKNO
4
✓BEL7AD
350 -
Z3
→URUNA
4
✓BEL7AD
350 -
Z3
→URUNA
43
✓EZY95KC



More room for flexibility

Some RAD restriction pre-tact deactivation

Network stability

Less regulations

21% of EU dly

Delay -31,8% (jan -> oct)

More predictability

Flight planning issues

Lack of adaptability to daily context

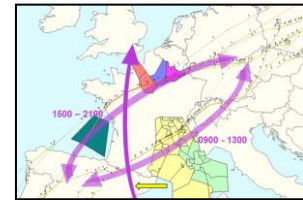
Lack of scalability

Constraints planned outside of time period

FPL adherence

Lack of adaptability to RAD deactivation





ANSPs/NM

Scalability :

- Apr, May, Oct
- Jun, Sep
- Jul/Aug

More measures for
LFMM

More flexibility

CDM

Pre-tactical
coordination process

Improved flight plan
adherence

Adverse Weather
processes

AOs

More adaptable
flight planning
processes

FL mod => CHG FPL

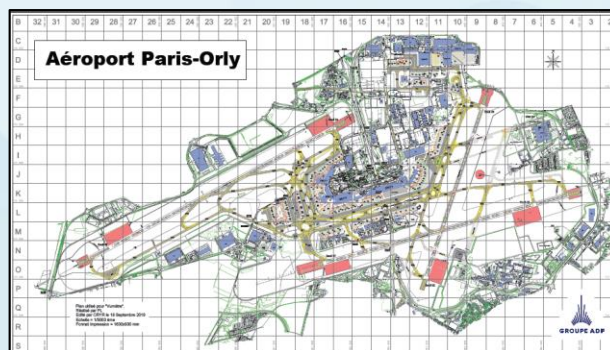
Extra care on flight
planning outside
constraints



Questions?

Summer 2019 performance review

- ❖ eNM/ANSP S19 results
- ❖ Orly 2019 runway works



Successfully managed CDM process



CDM

- Good preparation & communication:
 - Flight program adaptation
 - Ops procedures (HIRO)
 - Shared tools (dsna.fr)
- Efficient daily monitoring process
- Efficient tactical flight program reduction procedure



DSNA

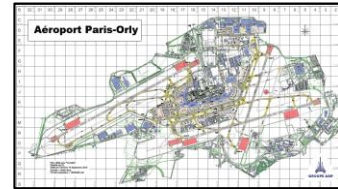
- More stable network en-route situation (vs 2018)
- Efficient tactical management of regulations
- Strong implication of all actors (Orly, ACCs, DO and NM)

AOs

- HIRO arrival procedures well followed
- Collaboration of crews to avoid holding on parking
- Better identification of flights at risk than in 2017



Room for improvement



CDM

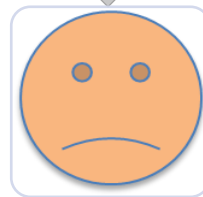
- Misunderstanding on procedures: curfew monitoring vs extension process
- GLD adaptation to non-standard procedures (taxi time)

DSNA

- Adaptation of arrival management tools with non standard procedures

AOs

- **Flight plans late update**
- Participation to CDM conference calls



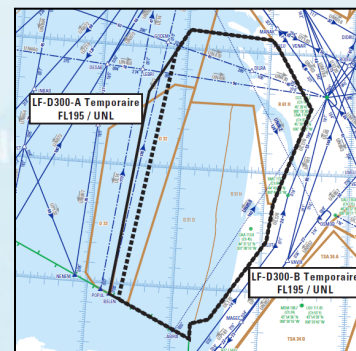
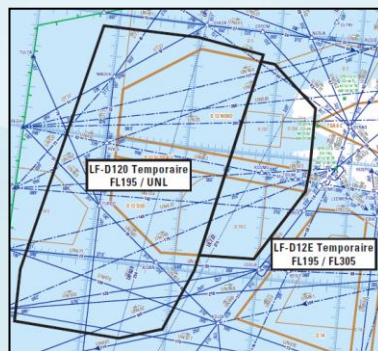
Questions?

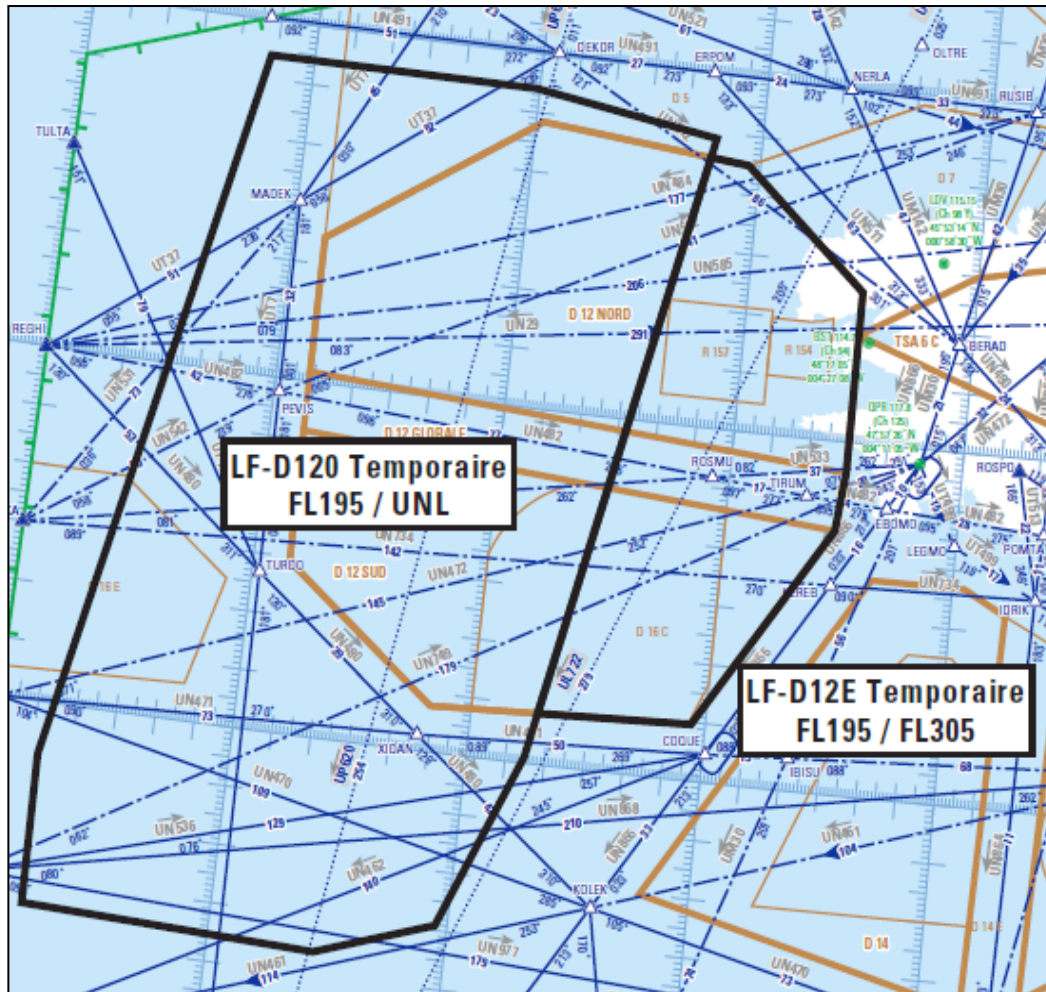
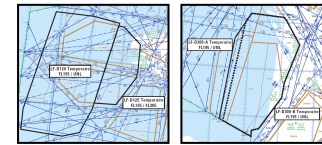
2020 Airspace modification

- ❖ ZENA Atlantique & ZENA Gascogne
- ❖ R108H FBZ

2020 Airspace modification

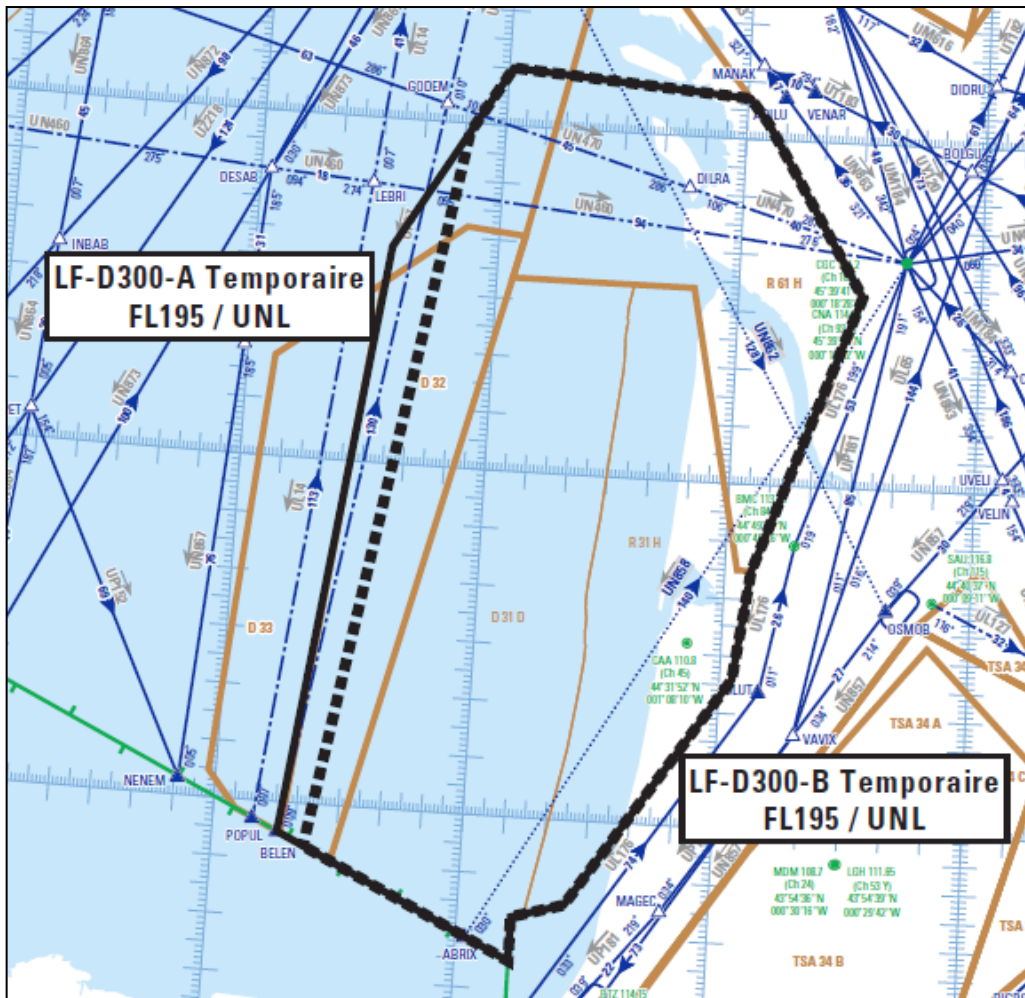
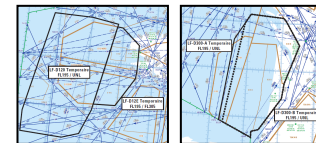
- ❖ ZENA Atlantique & ZENA Gascogne
- ❖ R108H FBZ





AIP SUP 321/19 :

- Creation of temp. **LF-D120**
« ZENA ATLANTIQUE »
 - 15:00-23:00 UTC (max 4h)
except WE
- Creation of temp. **LF-D12E**
 - Simultaneously with LF-D120
- Airspace modifications :
 - **LF-D5** and **LF-D7** H24
extension to FL305
 - **LF-D14** and **LF-D15B** H24
level capping to FL305
- Negotiations on simultaneity of
military areas in the region

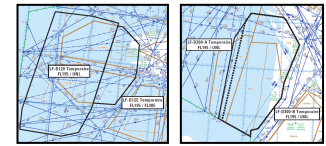


AIP SUP 300/19 :

- Creation of **LF-D300A**
« ZENA GASCOGNE »
➤ 09:00 – 10:00 UTC except WE
- Creation of **LF-D300B**
« ZENA GASCOGNE RESTREINTE»
➤ 09:00 – 10:00 UTC except WE

AIP SUP 306/19 :

- **FBZ(s) associated to LF-D300A**
« ZENA GASCOGNE » and
LF-D300B « ZENA
GASCOGNE RESTREINTE»



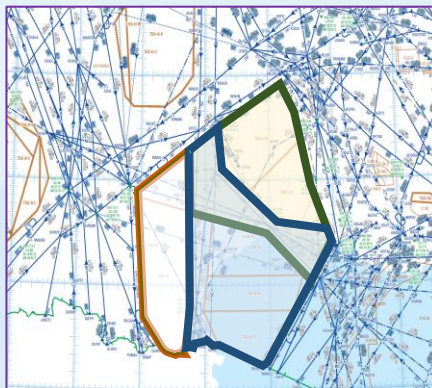
For both ZENA(s) :

- ✓ Live trial including ZENA(s) creation and OPS procedures
 - Phase 1: 05/12/2019 – 25/03/2020
 - *Phase 2: IATA Summer 2020 (still to be defined)*
- ✓ ZENA(s) activations during identified lower traffic periods
- ✓ Pre-tactical management through AUP/UUP publication
- ✓ IFPS volumetric treatment thanks to FUA restrictions
- ✓ Adaptation of other regional areas design and activation modalities to optimize planification above FL305 and minimize ZENA impact

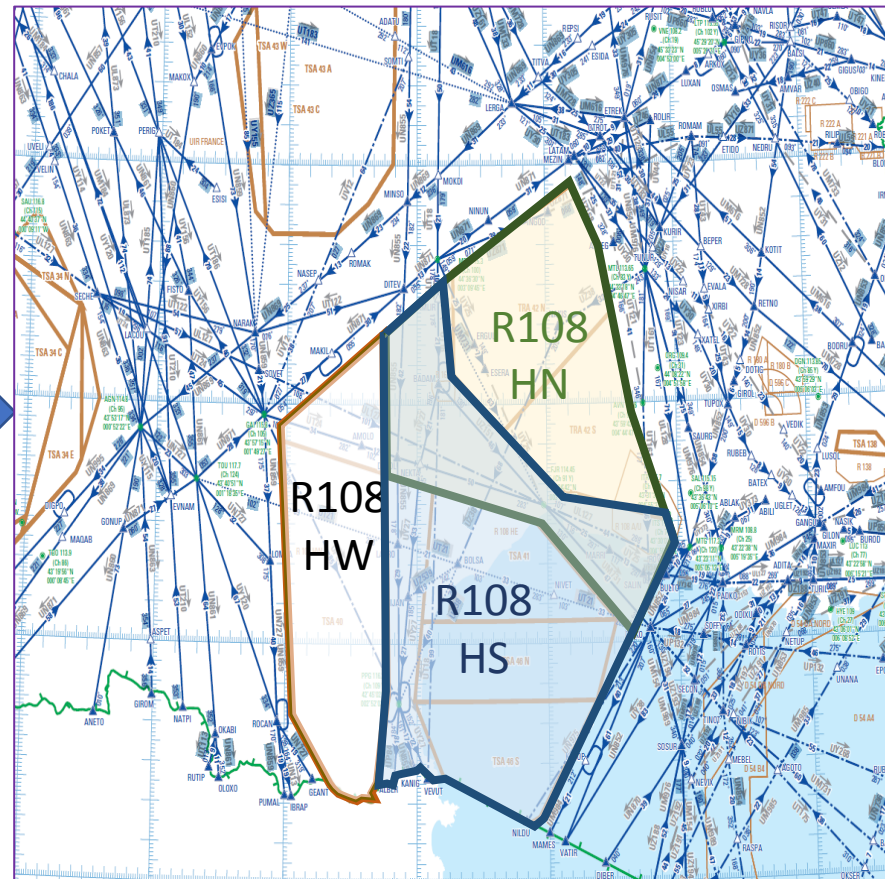
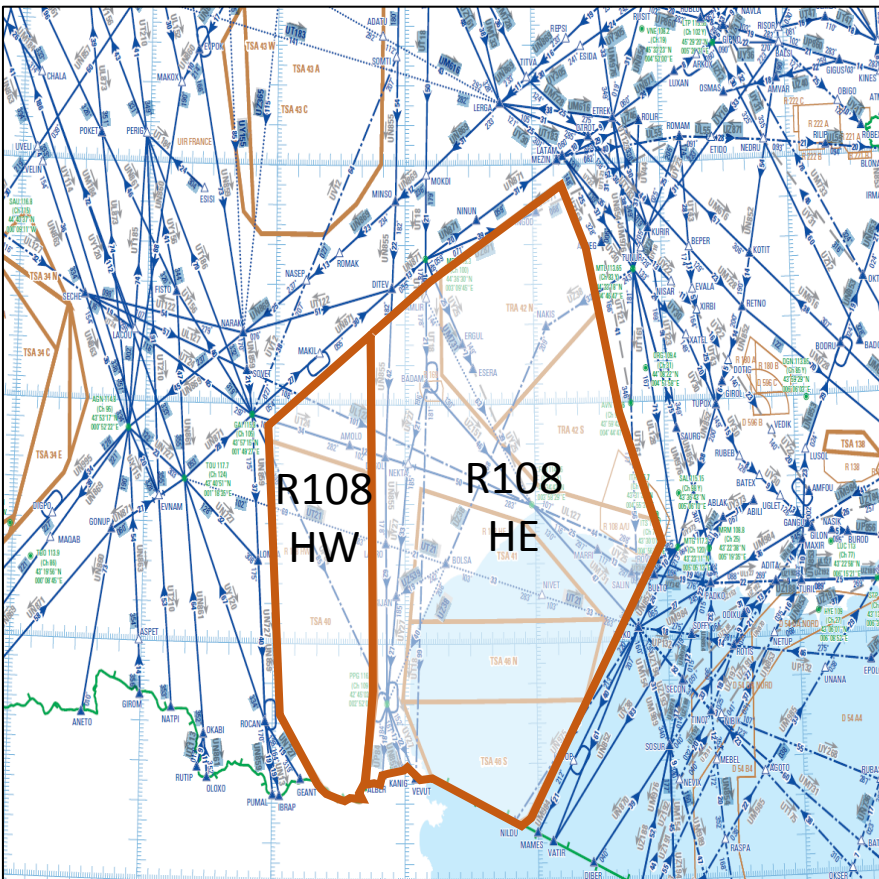
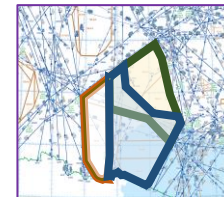
Questions?

2020 Airspace modification

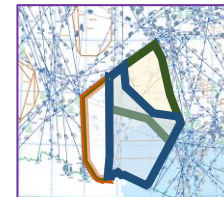
- ❖ ZENA Atlantique & ZENA Gascogne
- ❖ R108H FBZ



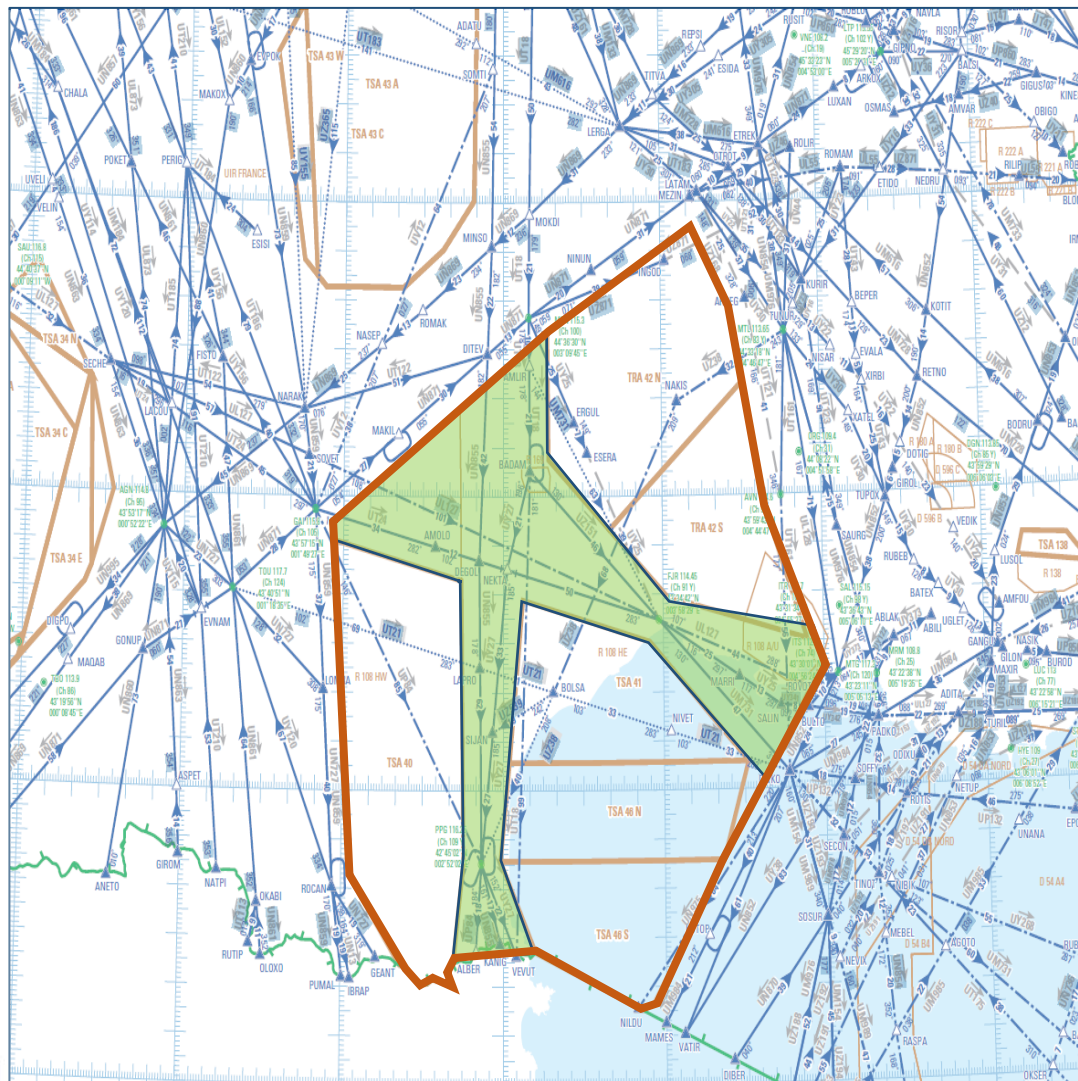
R108H partition



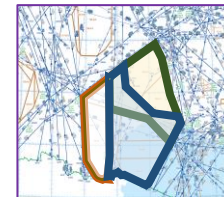
R108H flight planning modalities



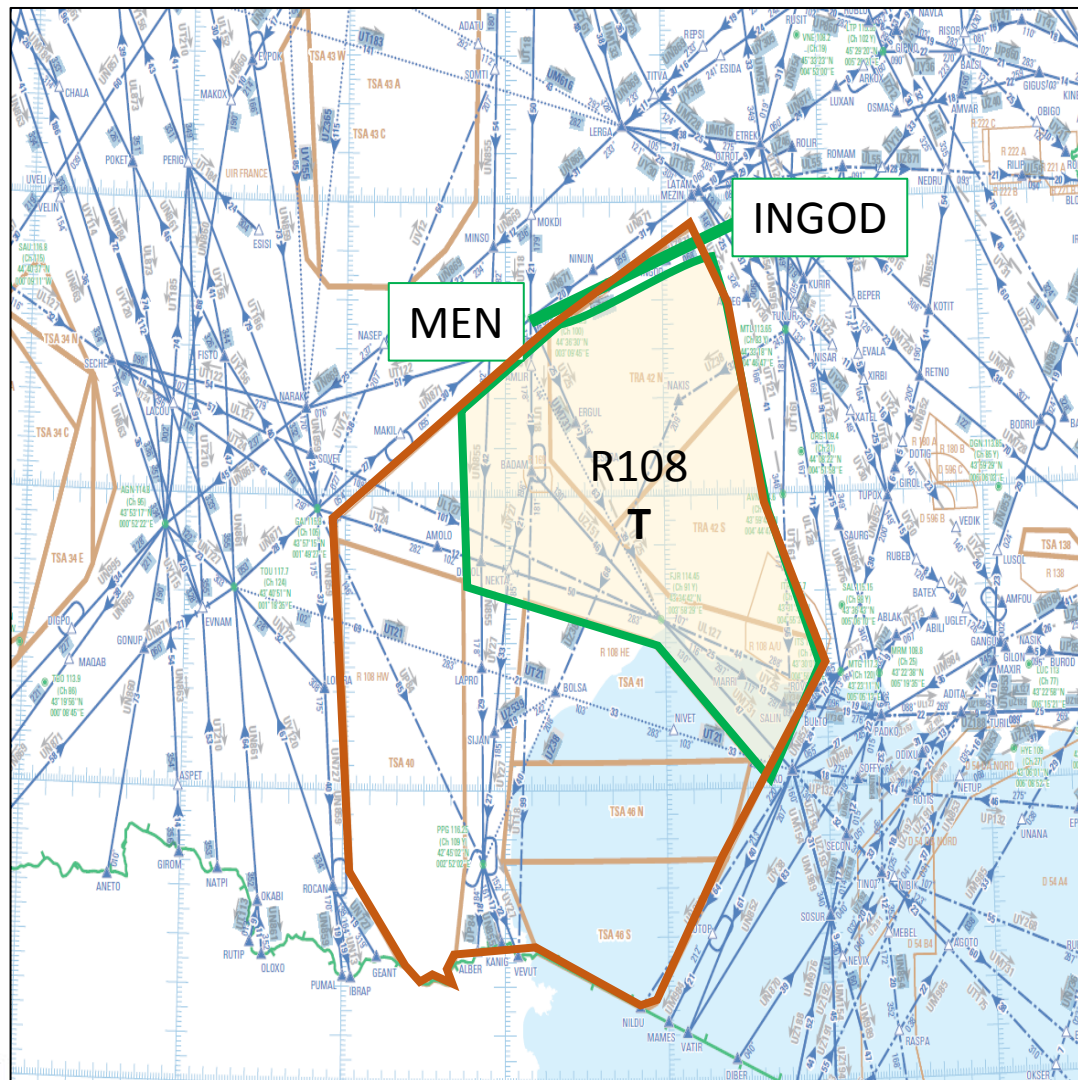
OPEN AREA



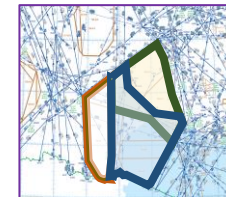
R108H flight planning modalities



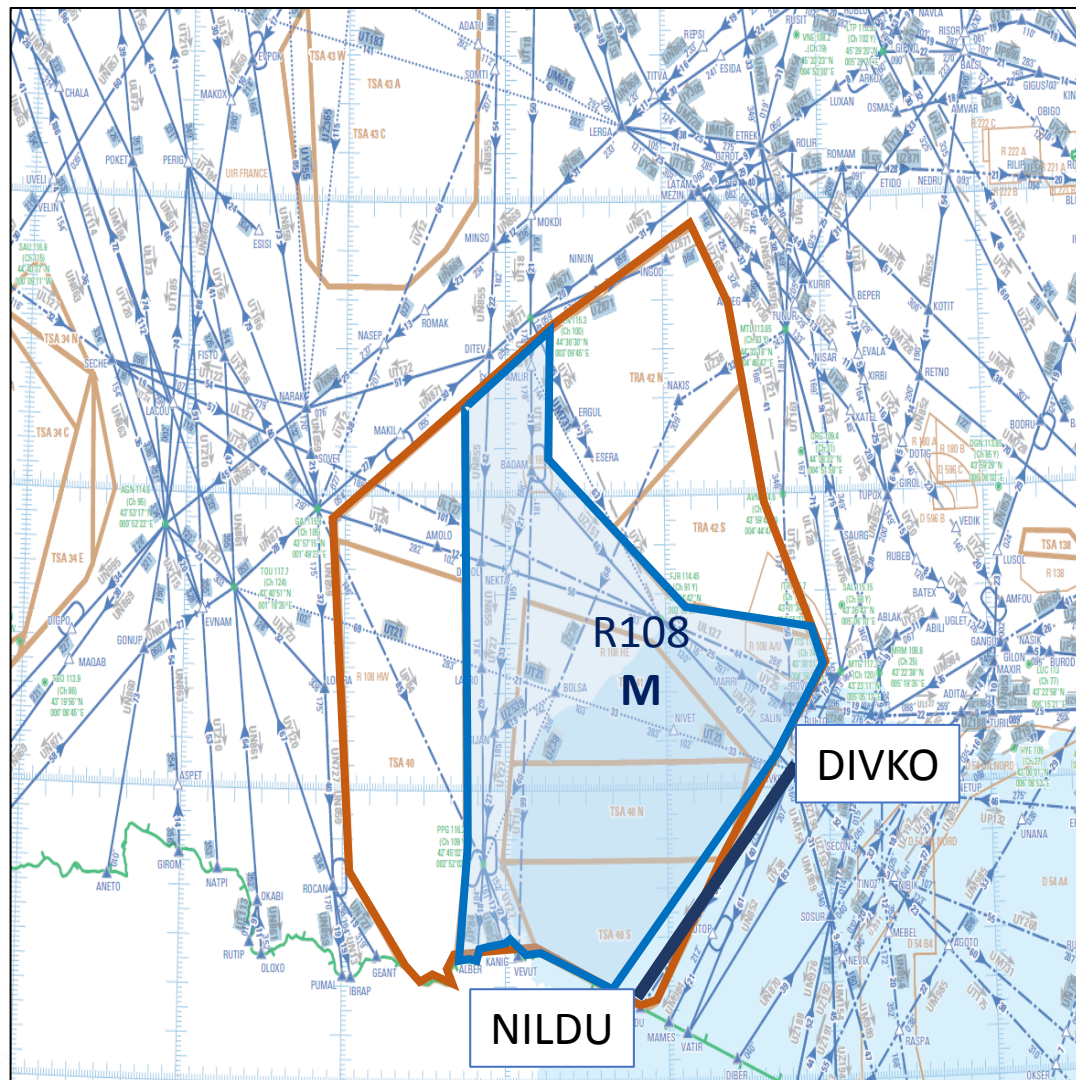
LFMN TMA:
Open access to
CDR 1 MEN
INGOD for
LFMN TMA



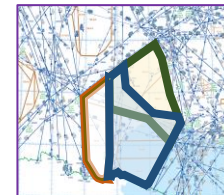
R108H flight planning modalities



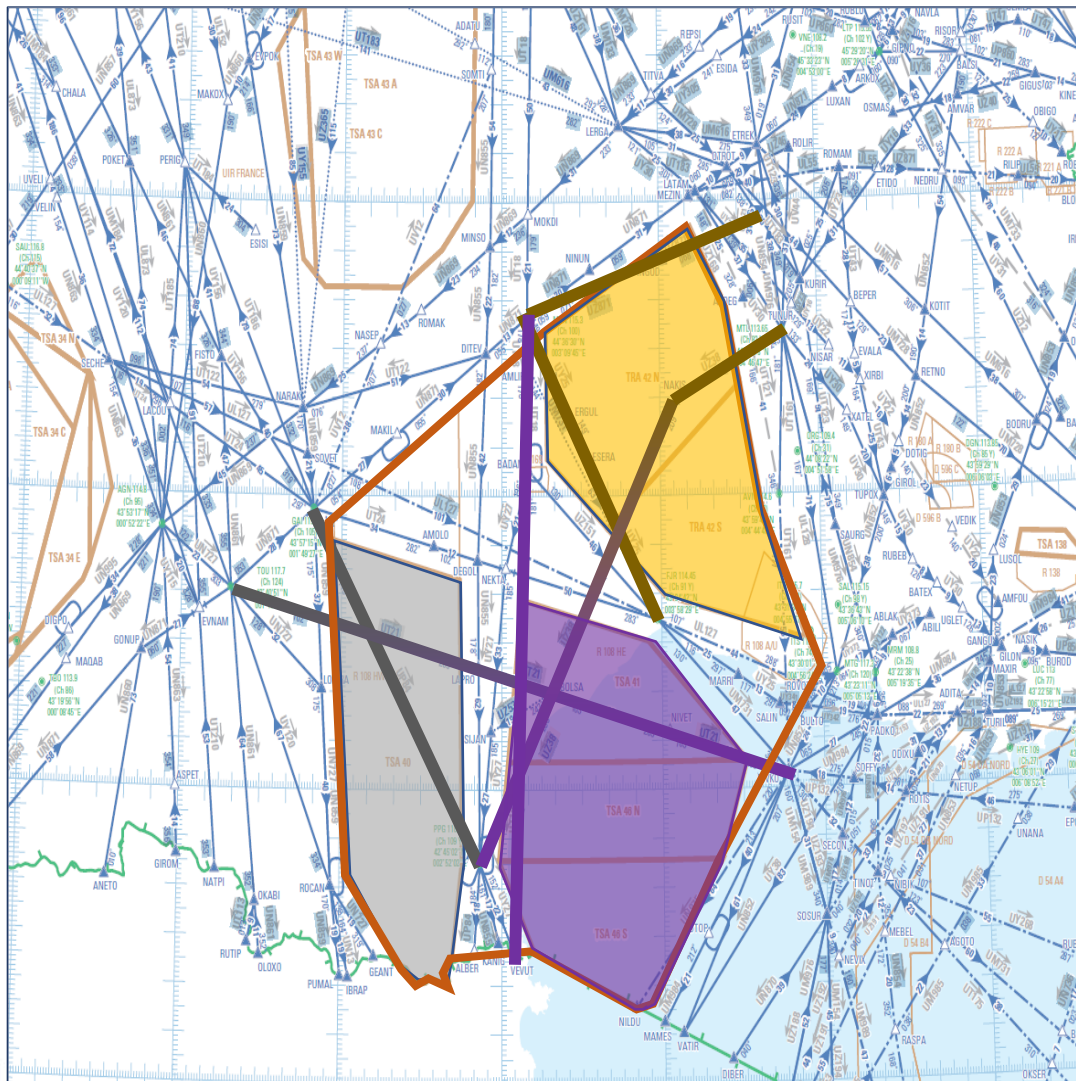
LEBL arrivals:
Open access to
CDR 1 DIVKO
NILDI



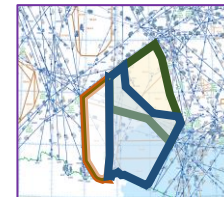
TSA 40, TSA42 N/S, TSA 41&46



UNCHANGED

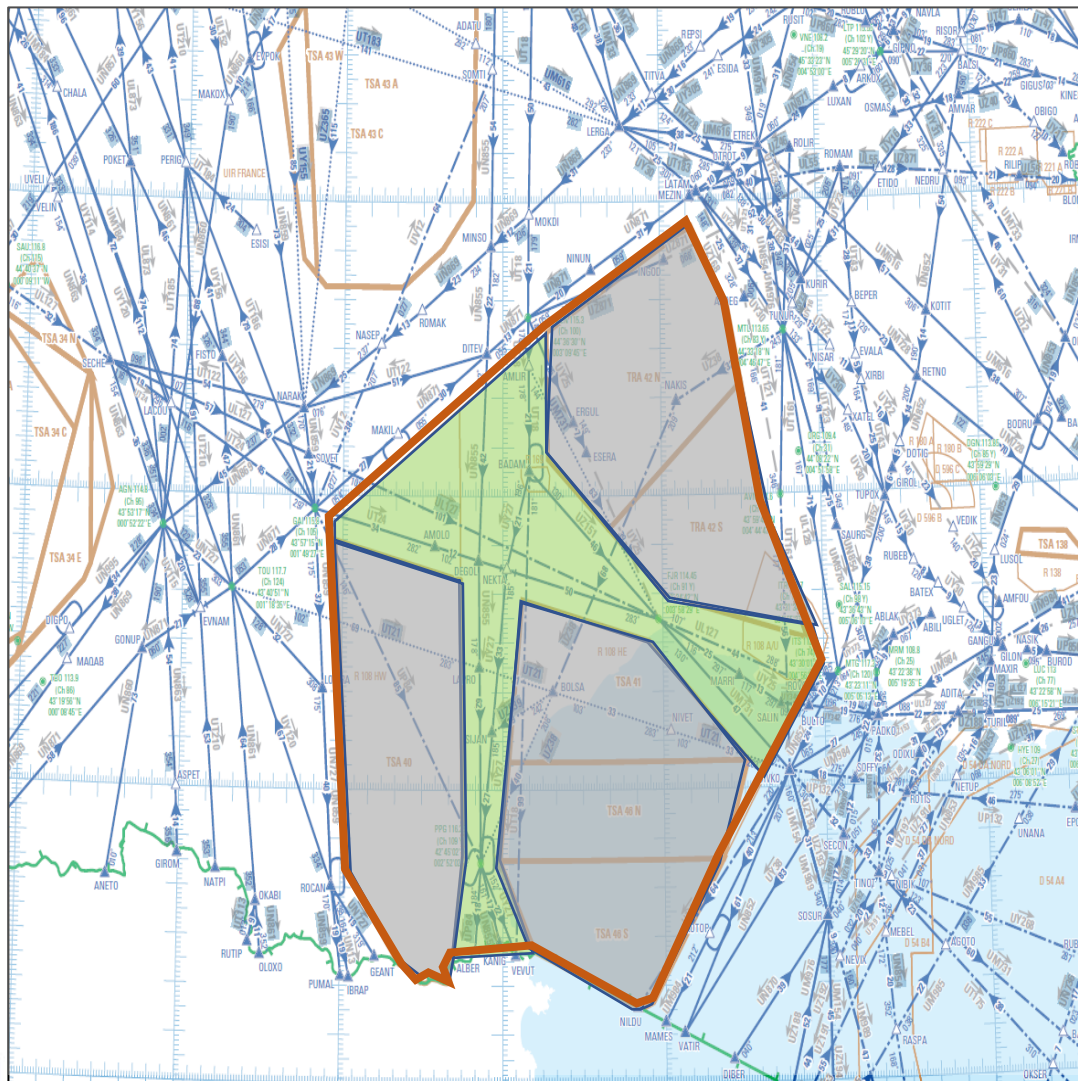


FBZ R108H



FBZ:

- Designed to allow planning in the open area
- 15' buffer time



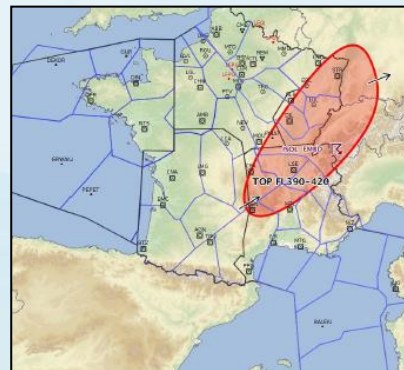
Questions?

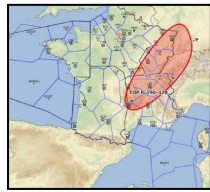
ATFCM working methods

- ❖ Weather regulations
- ❖ Temporary RAD restriction removal

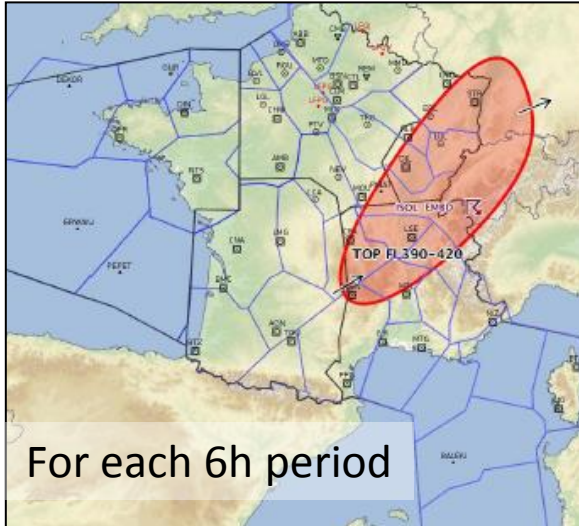
ATFCM working methods

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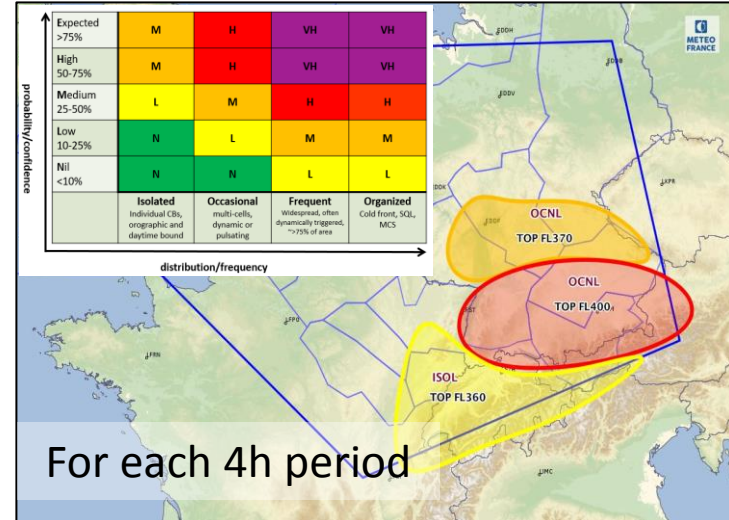


Pretact S19

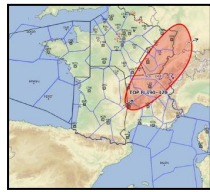


- Beginning of RAD relaxation
- Pretact regulation

Pretact S20



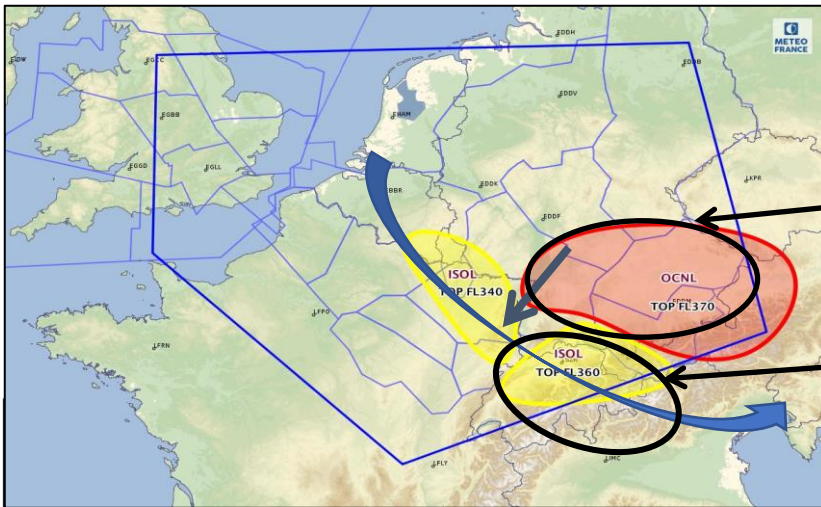
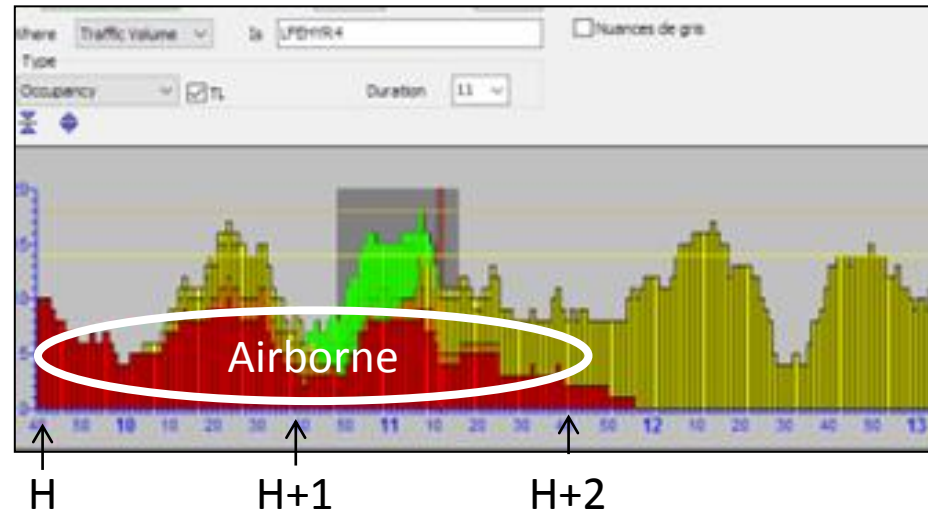
- Extension of Xborder (DSNA)
- RAD relaxation
- Pretact regulation
- Scenario proposals
- Information



D day:

⇒ Regulation H-2 or 3

⇒ Coordination with military



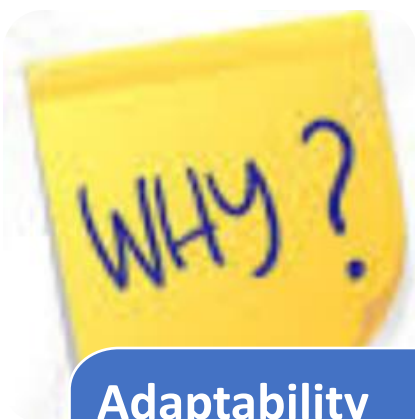
⇒ Regulation on concerned sectors

⇒ And adjacent

Questions?

Temporary RAD restriction removal

Time	Altitude	Distance	Frequency	Power	Mode	Remarks
08:00	1000	1000	118.1	100W	Mode S	Normal operation
08:05	1000	1000	118.1	100W	Mode S	Normal operation
08:10	1000	1000	118.1	100W	Mode S	Normal operation
08:15	1000	1000	118.1	100W	Mode S	Normal operation
08:20	1000	1000	118.1	100W	Mode S	Normal operation
08:25	1000	1000	118.1	100W	Mode S	Normal operation
08:30	1000	1000	118.1	100W	Mode S	Normal operation
08:35	1000	1000	118.1	100W	Mode S	Normal operation
08:40	1000	1000	118.1	100W	Mode S	Normal operation
08:45	1000	1000	118.1	100W	Mode S	Normal operation
08:50	1000	1000	118.1	100W	Mode S	Normal operation
08:55	1000	1000	118.1	100W	Mode S	Normal operation
09:00	1000	1000	118.1	100W	Mode S	Normal operation
09:05	1000	1000	118.1	100W	Mode S	Normal operation
09:10	1000	1000	118.1	100W	Mode S	Normal operation
09:15	1000	1000	118.1	100W	Mode S	Normal operation
09:20	1000	1000	118.1	100W	Mode S	Normal operation
09:25	1000	1000	118.1	100W	Mode S	Normal operation
09:30	1000	1000	118.1	100W	Mode S	Normal operation
09:35	1000	1000	118.1	100W	Mode S	Normal operation
09:40	1000	1000	118.1	100W	Mode S	Normal operation
09:45	1000	1000	118.1	100W	Mode S	Normal operation
09:50	1000	1000	118.1	100W	Mode S	Normal operation
09:55	1000	1000	118.1	100W	Mode S	Normal operation
10:00	1000	1000	118.1	100W	Mode S	Normal operation



Adaptability

- To daily capacity
- To weather situations

Sharing of information

- ANSP <-> NM <-> CFSP <-> AO
- Minimal additional workload

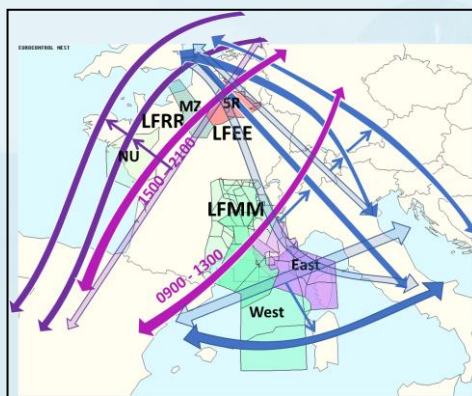
Suggestions

- AUP/UUP-like process?
- On coordinated restrictions?

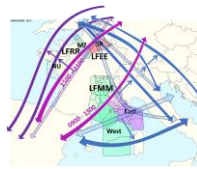
Questions?

2020 preparation

- ❖ Jan-Mar 2020 scenarios for LFEE 4F training
- ❖ First elements on eNM/ANSP S20 orientations



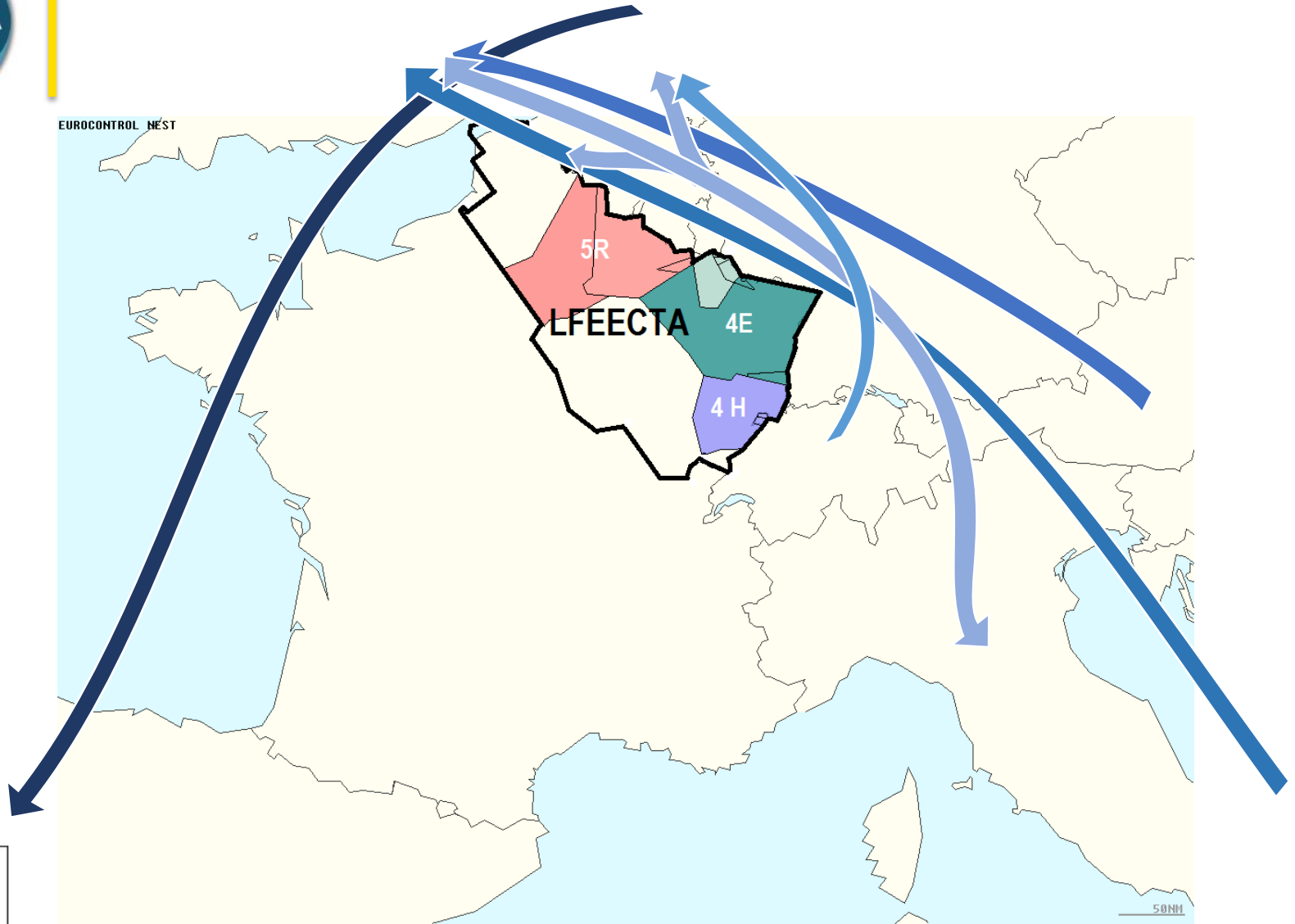
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✓EZY95KC



eNM negotiation process on-going
until end of January
**=> DSNA measures requested
but not validated yet.**



WINTER 2020 : scenarios to avoid LFEE



MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET SOLIDAIRE



DSNA

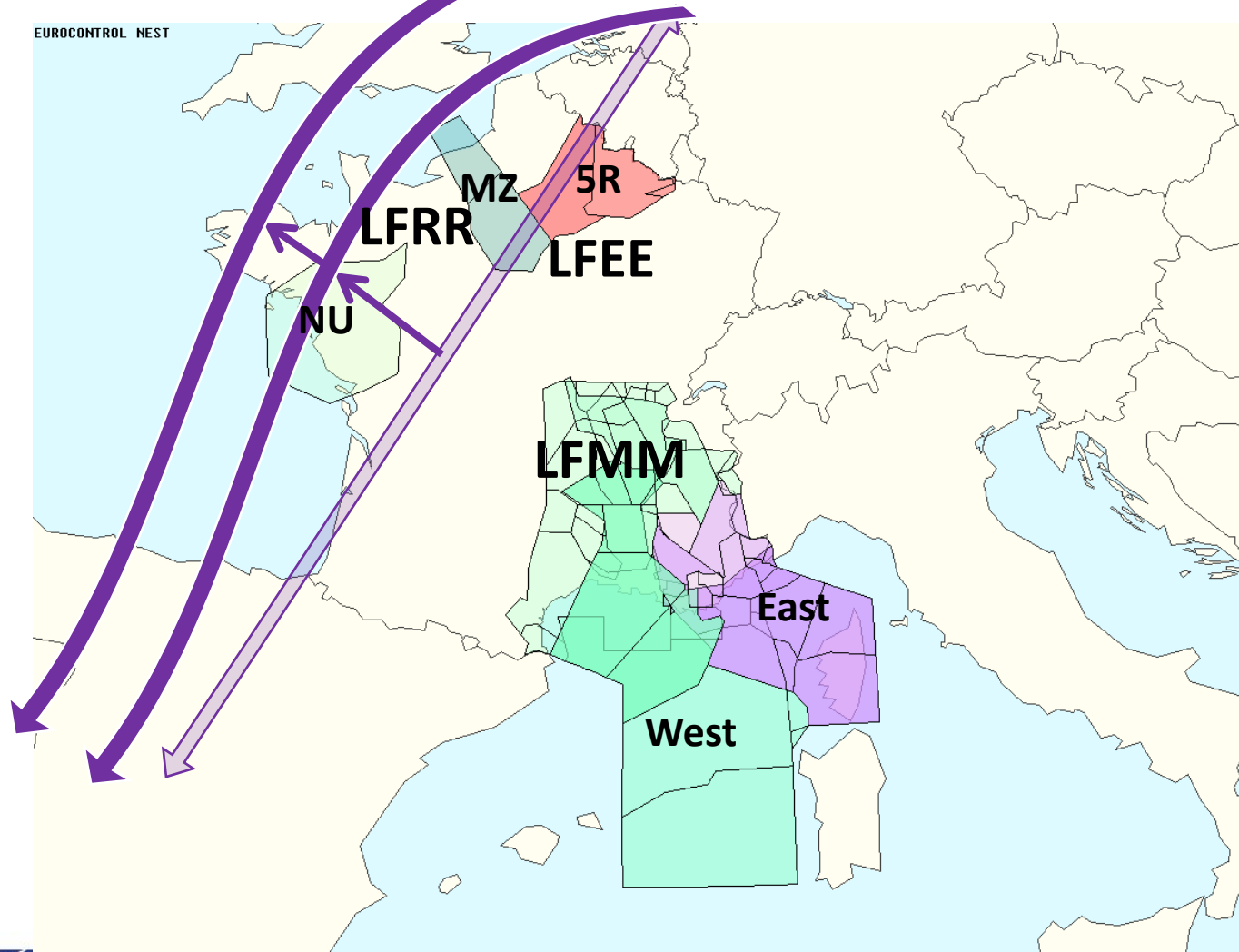
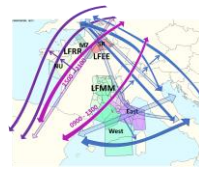


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Ministère la Transition écologique et solidaire



Summer 2020 LFEE and LFMM measures (still to be assessed in the eNM process)



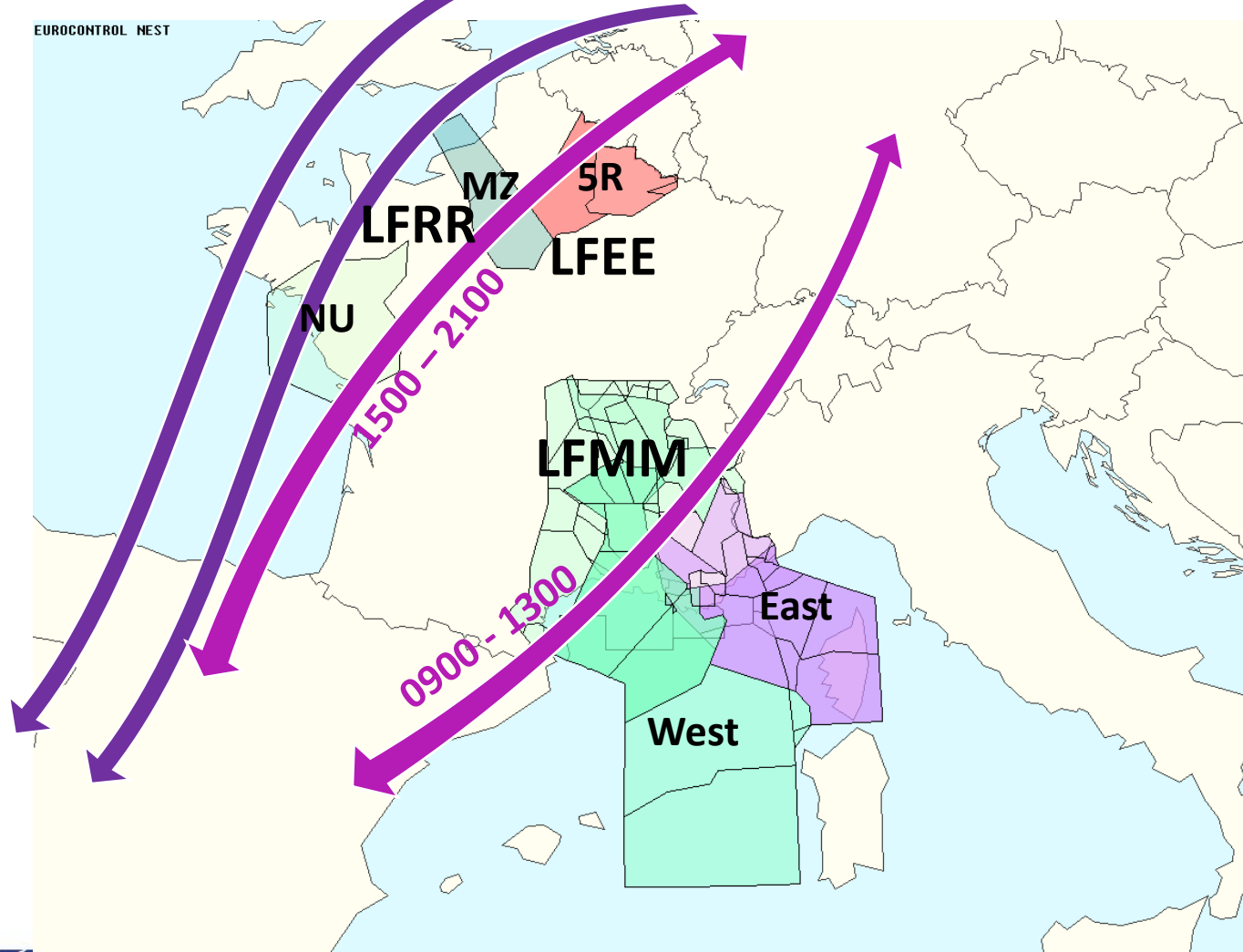
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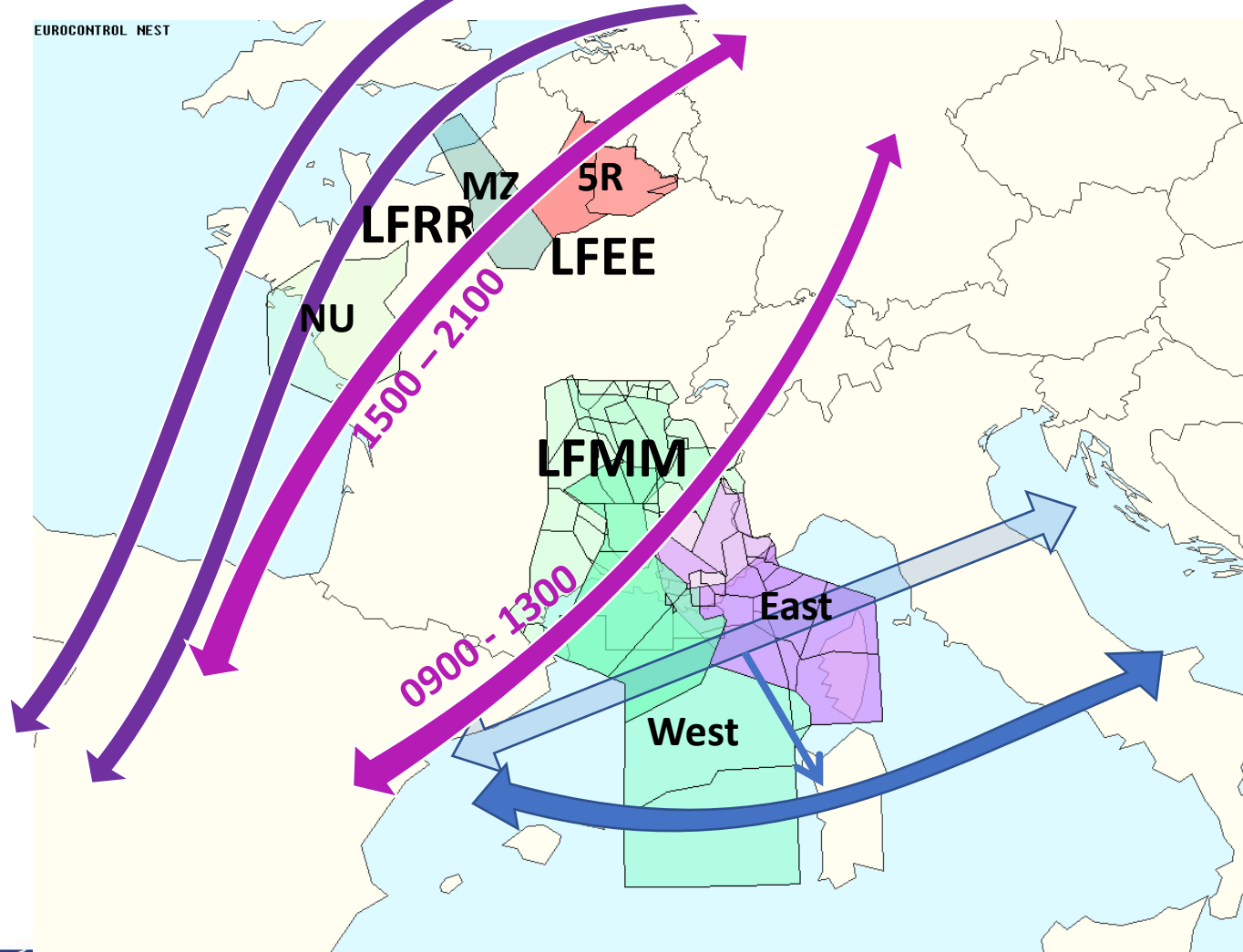
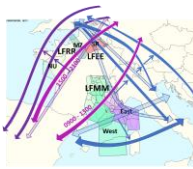


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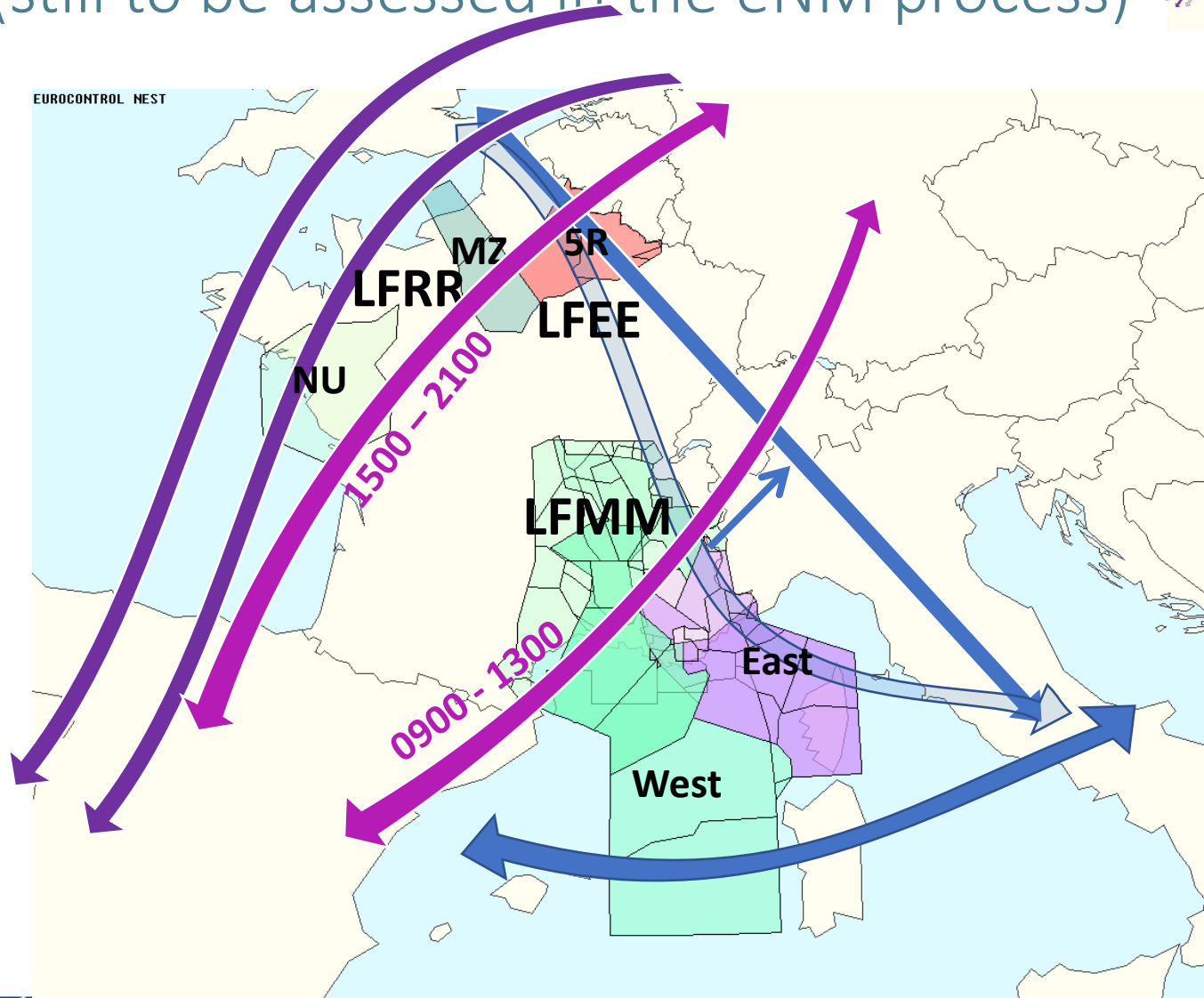
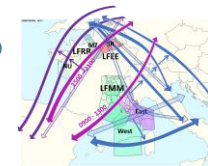
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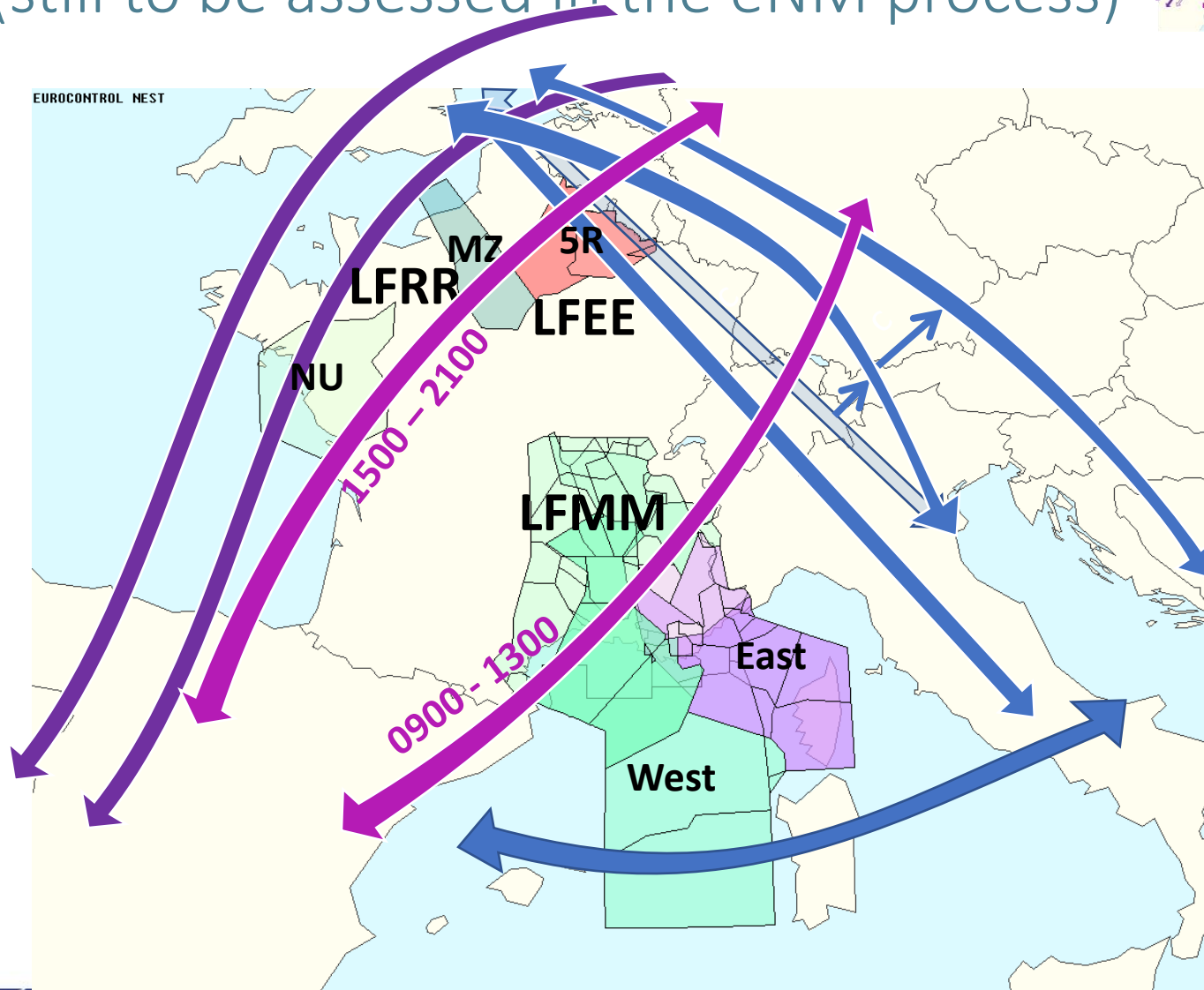
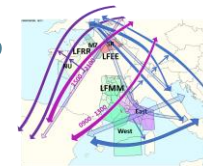


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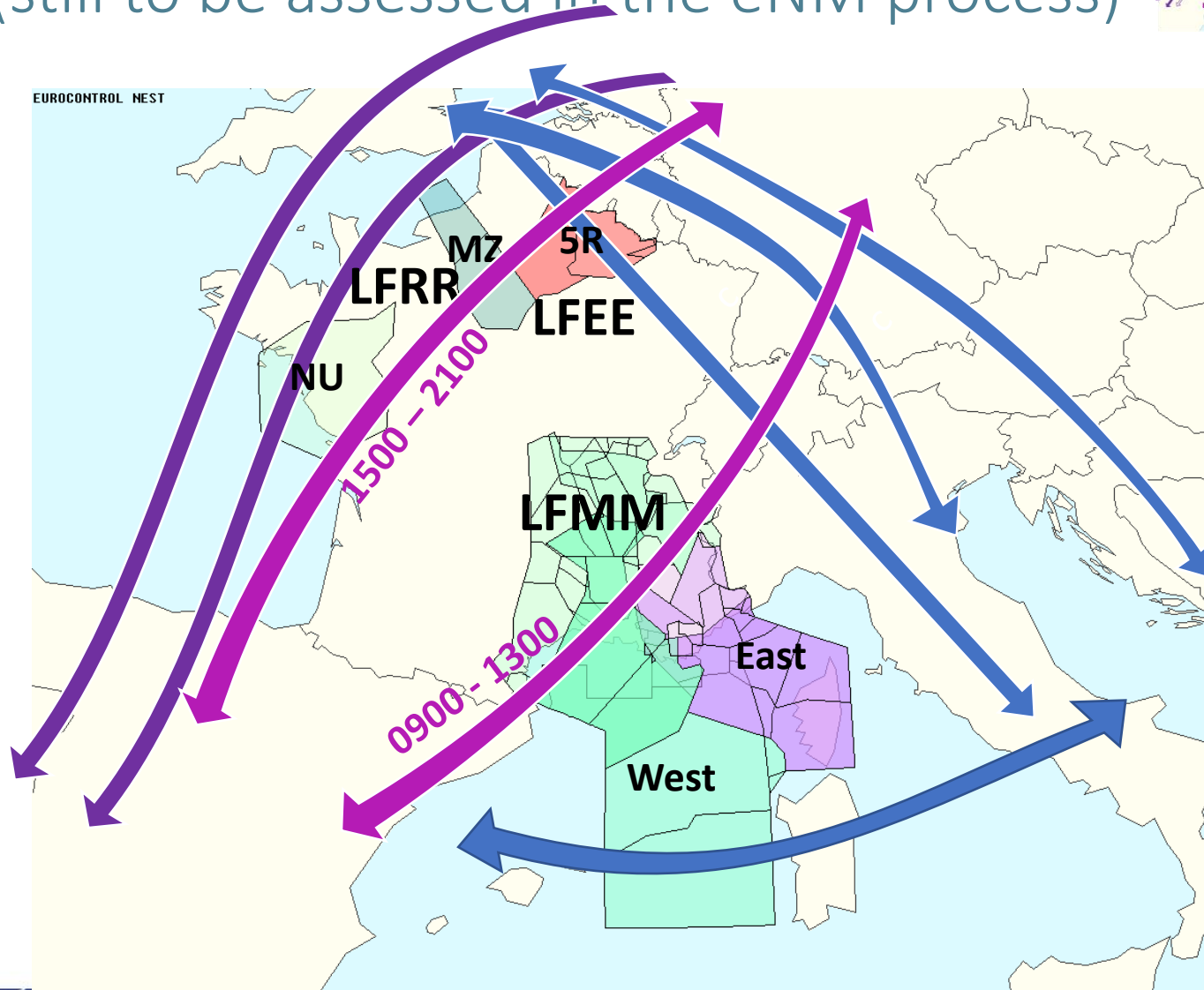
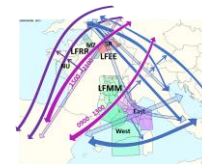


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