



OWS 27NOV18

DSNA S19 perspectives



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Introduction

DSNA MAC19 included in eNM/ANSPs S19:

➤ Optimise network capacity at european level

Objectives of the presentation :

- Show expected S19 biggest hotspots
- Show some re-routing options
- Show some constraints under consideration



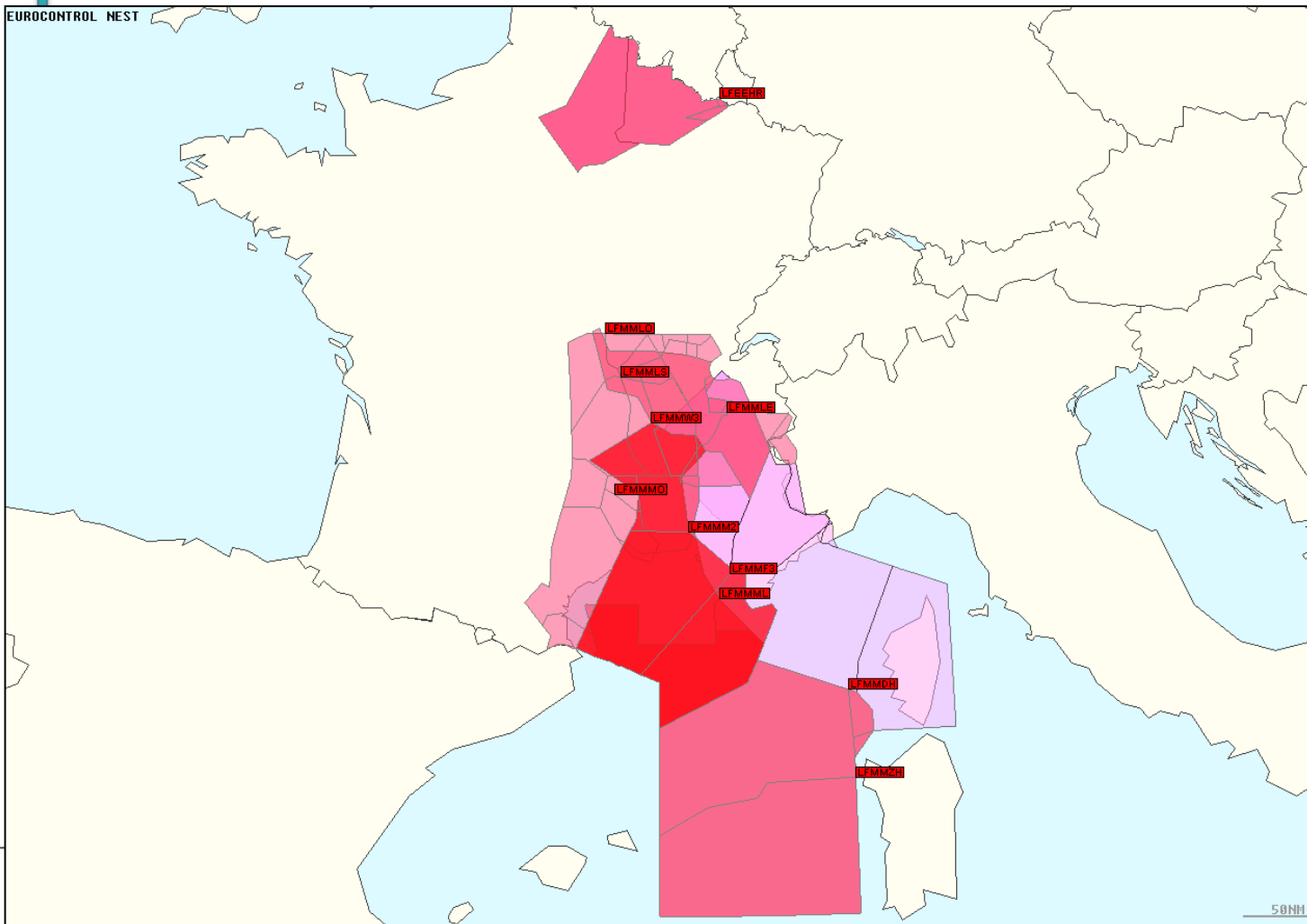


Week days most critical areas





From 15 to 23 UTC



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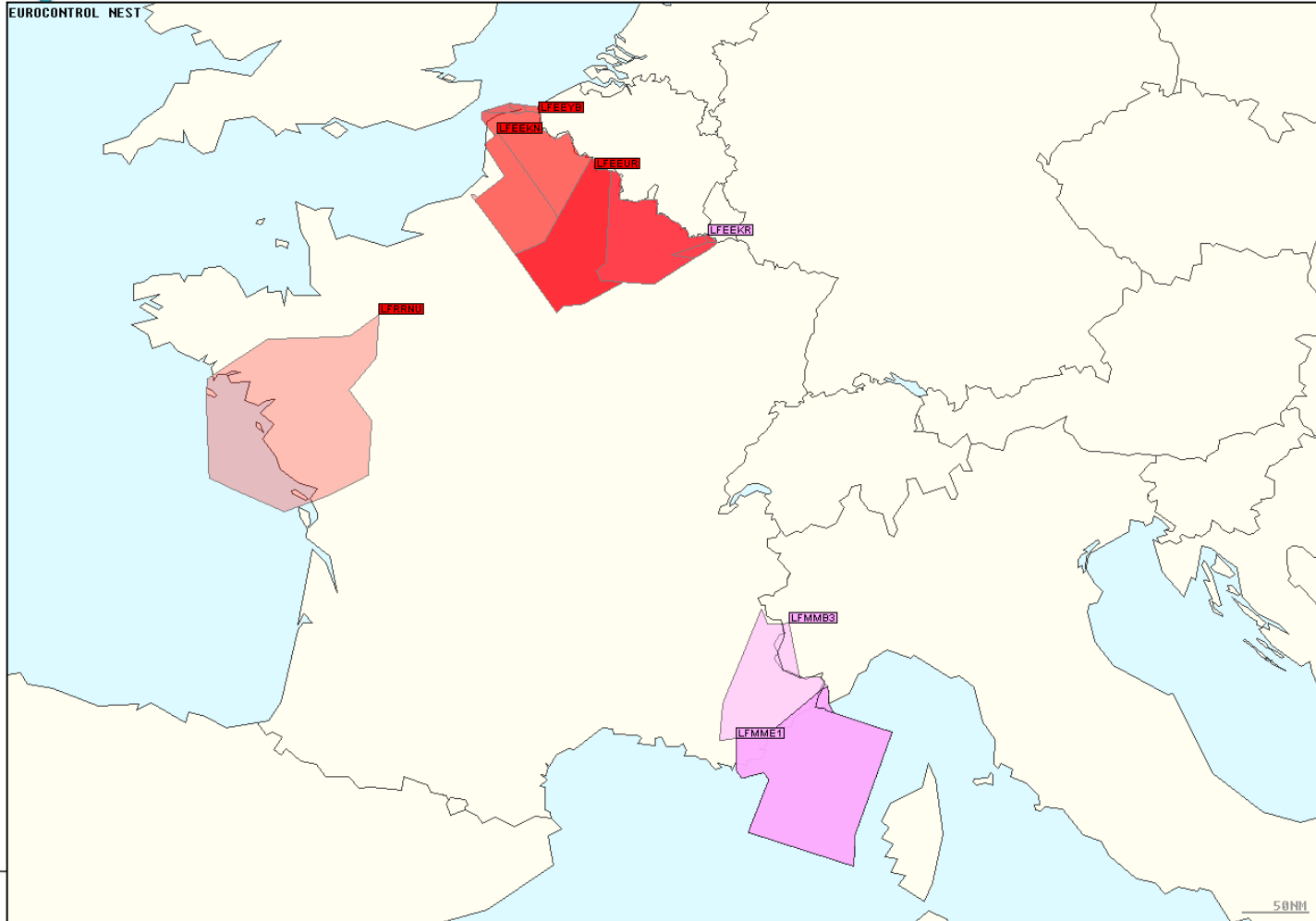


Week-ends most critical areas





From 6 to 13 UTC



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RAD measures under consideration





West shift of traffic

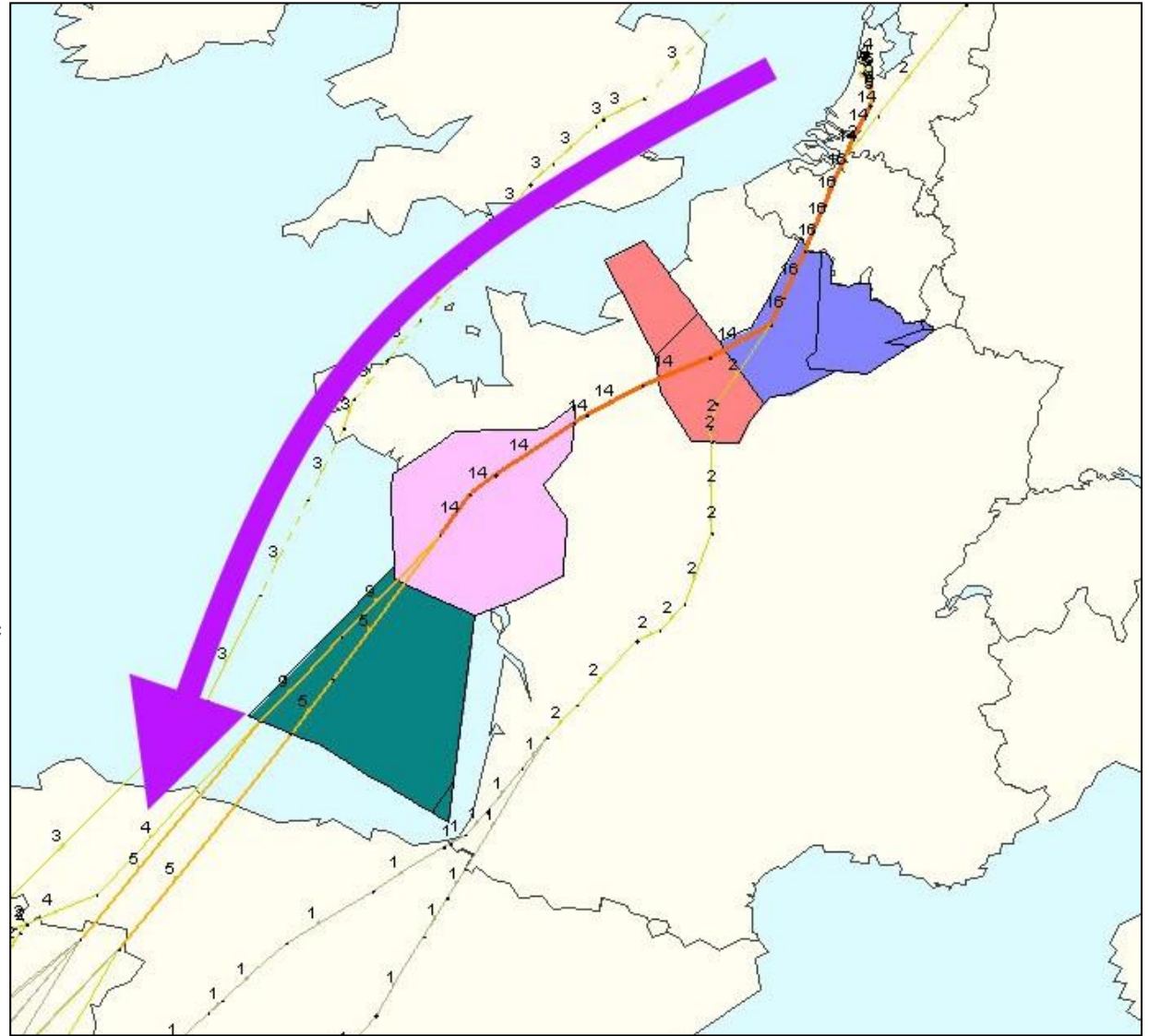
Offloading
HYR/MZU/G/N sectors

For example :

GC*/LP* → EG *

And

EH*/EK*/ES*/EN* → GC*/LP*



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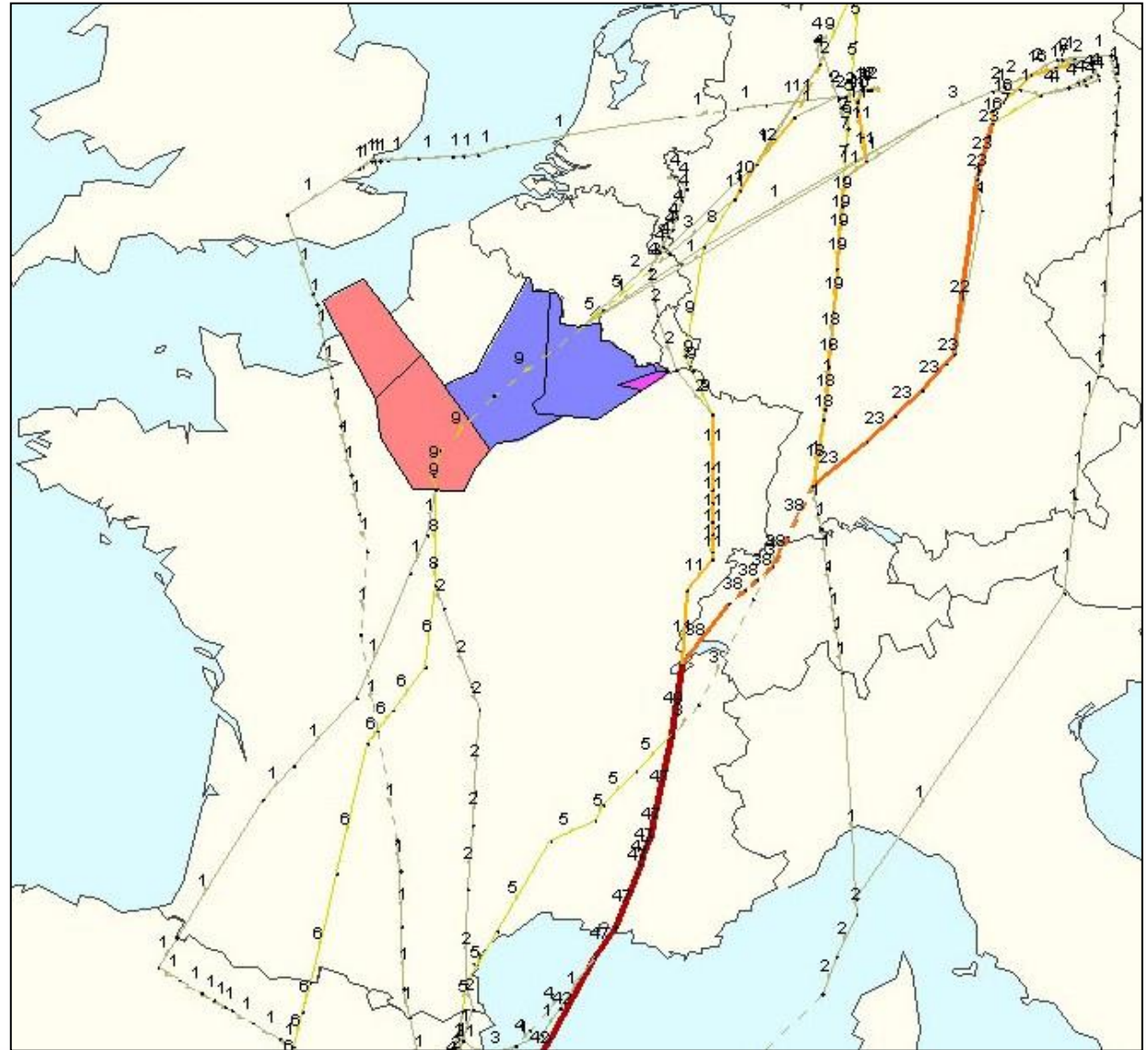


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Put traffic on natural routes



During peak hour **9h-13h**

5R/HYR/MZU offloaded

Example here:

Northern ED → Eastern LE



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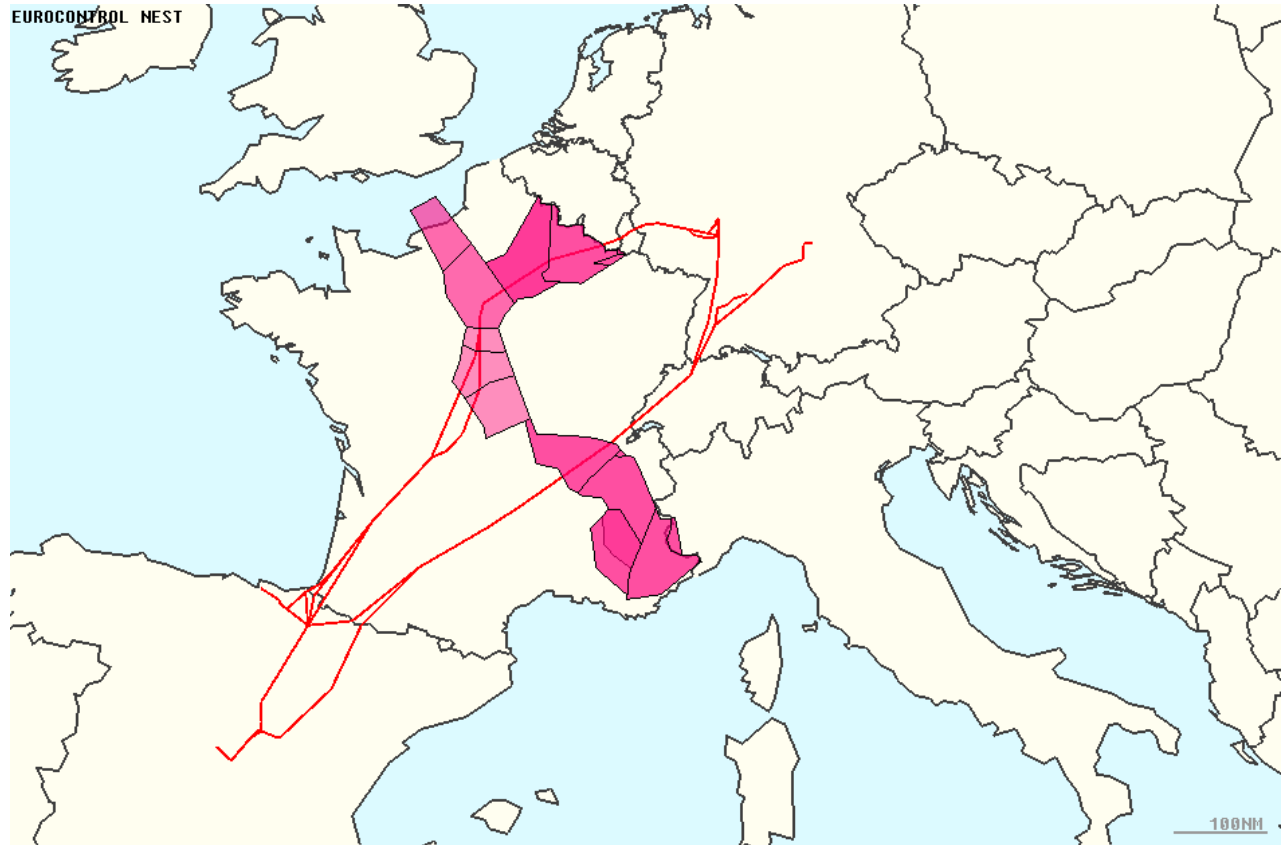
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'Flip – Flop' : variable traffic orientation

Traffic may be oriented to one of two possible routes depending of time of the day where assessment shows lower delay.



Example :
ED (south) to LEM*



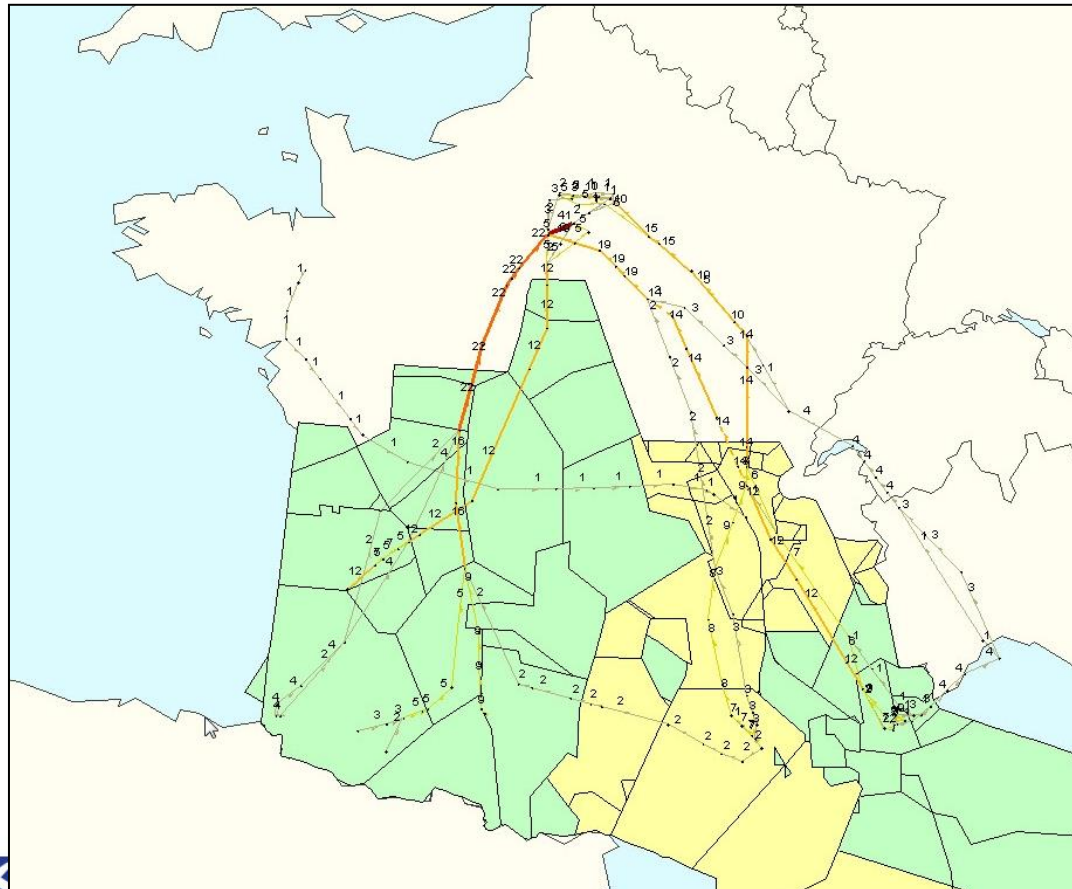
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LF internal Level capping

- LFBB internal FL cap at 295 for short haul to/from some LFBB FIR A/D
- LFP* to LFMN: 350 max and LFML/TH/MT to LFPO/EG FL320-340 max





Collaborative Process

- All ideas above are declined in several city pairs, southbound and/or northbound flows : up to 70 measures envisaged so far
- All will be subject to study and evaluation by NM and impacted ANSP
- Proposed measures are not H24
- Most eNM/ANSPs S19 measures will be RAD measures
- When eNM/ANSPs S19 measures are under consideration with NM STRAT for global assessment
- Mesures validated by NM will be applied

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Thank You !



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