

DSNA'S COLLABORATIVE ADVANCED PLANNING

A DYNAMIC EN ROUTE ATFM MEASURE TOWARDS SMART COLLABORATIVE REFLING



WHAT

DSNA has developed an innovative collaborative process to alleviate traffic hotspots in identified ATC sectors. Efficient DSNA-wide planning options (like level capping) are suggested to airlines operations on a selection of flights, planned to cross an expected saturated sector. Airlines flight planning units issue new flight plans accordingly.

LIVE TRIALS

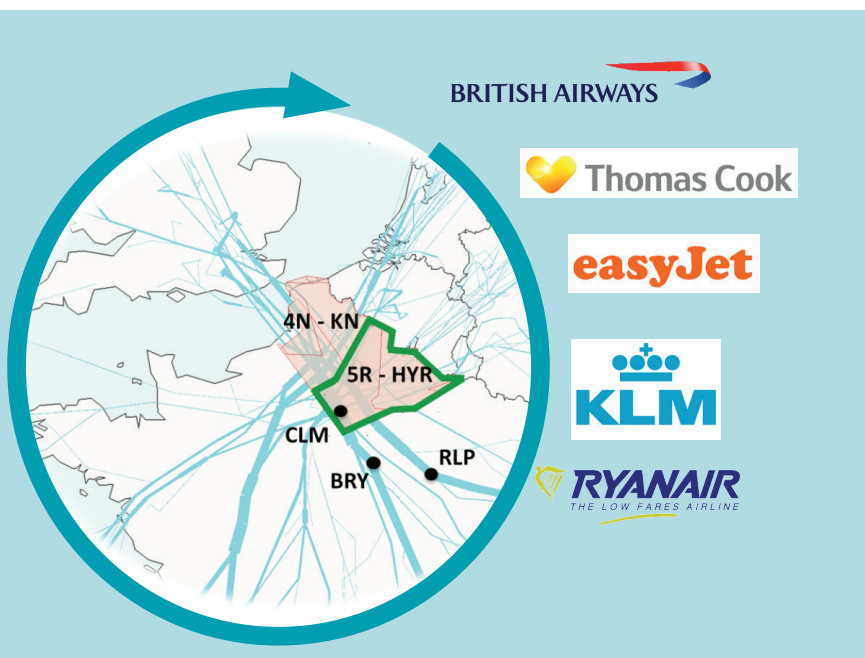
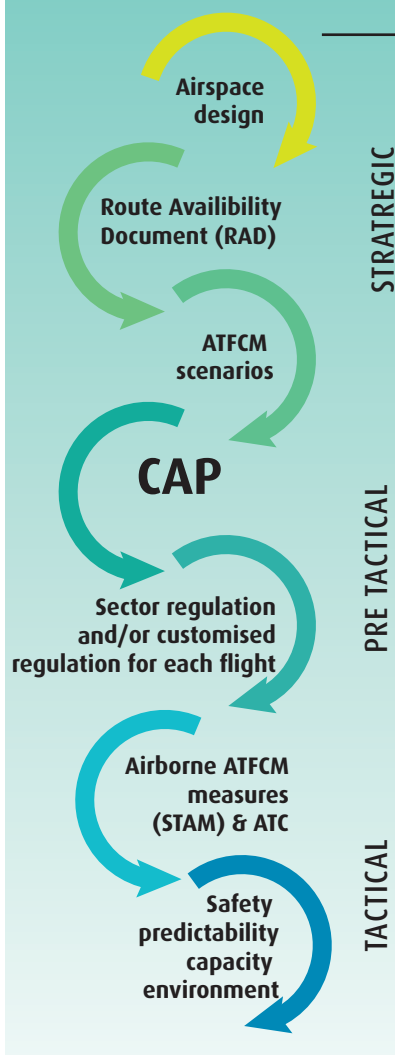
In May 2015, a live trial was carried out to apply the CAP procedure onto the busy south/north traffic flow towards the UK and relieve the BRY-CLM area.

Airline operations and crews actively participated: 100% of refiled FPL & 100% flight plan adherence.

3 DAYS - 3 AIRLINES - 325 DAILY FLIGHTS - 23 AMENDED FLIGHT PLANS - 5 481 MINUTES OF DELAY WERE SAVED

These positives results led DSNA to continue to address CAP on this particular traffic flow during summer 2015, allowing new partner airlines to join in.

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



Today, DSNA's CAP is an ongoing daily process expected to be extended to other significant traffic flows and counting on many other airlines participation.

Don't hesitate to contact us: cap@dsna.fr



WHY?

The CAP contributes to avoid control sectors over deliveries. It facilitates stable and safe network operations by flattening peaks of traffic. It belongs to a set of flow management measures that improves the use of the available ATC capacity.

This additional flow management concept requires new communication procedures between AO/ANSP ATM ops experts. Dsna.fr operational website is now on line, notably in support of the CAP trials.

The screenshot shows the Dsna.fr website interface. At the top, there are browser tabs and a search bar. The main navigation includes 'HOME', 'CAP', 'LFMM', and 'STATS'. A date selector shows '2015-08-21'. On the right, there are statistics: Flights (54), Candidates (15), Prop./Requests (15), and Updated FPL (15). Below this is a progress bar with 'List loaded', 'Candidates', 'Proposals', and 'Requests Sent'. The main content area is titled 'FLIGHT LIST' and contains a table with columns: STATUS, A/C ID, ADEP, ADES, EOBT, and SOLUTION. Below the flight list is a section titled 'LIST OF REFILED FLIGHTS' with a table containing columns: A/C ID, ADEP, ADES, EOBT, and SOLUTION. The table lists various flight numbers and their corresponding solutions, such as 'Request: level CAP : FI 360 max at BRY and maintain in French airspace'.

"we actually used less fuel on days when the procedure was in place as we were not level capping a high % of flights".

 Thomas Cook

"We appreciate the early notification of workload, rather than firefighting when a regulation is applied".

 BRITISH AIRWAYS

"I think this is the way to go, instead of putting in regulations, an active approach from FMP's is required".

 KLM

