

# Dynamic Airspace in Operations

## Airspace data Issues

Vitor CHALACA  
Airspace Data Senior Network Operations Supervisor  
24/01/2018



## AIRSPACE DATA implementation in NM systems

The Airspace Data section collects and implements all Airspace data required for NM daily Operations,

The implementation of FRA and FUA increased the complexity in Airspace data implementation in NM system,

Pre-validation requests increased from an average of 10 a year in 2010 to 40/50 a year.

# FREE ROUTE AIRSPACE

Complexity/difficulties in FRA implementation:

- Two different FRA models,
- Need to harmonise cross-border implementation between adjacent ANSP's
- ANSP's in one FRA but different FRA requirements,
- Time and level requirements,
- Seasonal FRA requirement (additional workload for NM AD team),
- Cross border issues with exceptions,
- Defining FRA border between adjacent ANSP's needs to be precise to avoid holes in AS profile,
- creating new restrictions / flows to maintain same operational requirements as before FRA implementation.

# FLEXIBLE USE OF AIRSPACE

## Complexity/difficulties in FUA implementation

- Multiple FUA Restrictions,
- Flight Buffer Zone requirements.

# RESTRICTION UPDATES

- Amount of LIVE restrictions has been increased due to complexity of Airspace requirements,
- Maintenance of implemented Restrictions in NM becomes very difficult to manage
- Need for simplification and pragmatic approach

# WAY FORWARD



**Network Manager**  
nominated by  
the European Commission

- Maintain good coordination/cooperation between Strategic, operational NM Teams, ANSP's and Airspace Users (workshops),
- Involvement of all users in pre-validation projects,
- New software requirements to ease the implementation and utilisation of Airspace data (i.e. FRA point type usage),
- Try to establish one FRA model and reduce the amount of restriction requirements.



**Network Manager**  
nominated by  
the European Commission

# ANY QUESTIONS ?

