

skyguide



# FL Parity in Free Route Airspace



# Introduction

- › Whilst ATS Routes and published DCT segments have an individual parameter defining FL parity (direction of cruising levels), such parameters do not exist for DCT legs planned in a FRA environment.
- › This causes operational issues in those areas where the required FL parity deviates from the general Flight Level Orientation Scheme (FLOS) published in AIP (ENR 1.7)

# Effect on Air Traffic Control

Filing wrong FL parity generates wrong traffic counts within ETFMS

Such wrong traffic counts can lead to:

- › Wrong traffic expectation at ATC Sectors
- › Inefficient Sector Opening Schemes
- › Inefficient Staffing of ATC Sectors
- › Unnecessary Regulations and corresponding ATFM Delay
- › **Sector OVERLOAD!**



# Effect on Air Traffic Control



- › Actual Profile & Correct Flight Planning Profile
- › Flight Planning Profile creating "Ghost Demand"
- › Flight Planning Profile creating OVERLOAD



# Agreed Solution for published DCT Segments

- › Skyguide proposed to include FL parity information from RAD Appendix 4 in E-RAD (or any other electronic data file convenient for CFSPs) to enable correct flight planning by CFSPs / AOs using E-RAD.
- › This way ahead was supported by the RAD Management Group (RMG) and was agreed by the Route Network Development Sub-Group (RNDSG).
- › The software change will be implemented in Eurocontrol equipment with release NM 23.0 (expected for spring 2019).

# FL Parity in Free Route Airspace

- › At RND SG 93, in WP 09, a proposal has been discussed concerning the publication of specific information with respect to FRA relevance of significant points:

If and when required, specific information with respect to FRA relevance of the significant points shall be published in AIP. As specific information shall be considered:

- Vertical FL band in FRA relevance, if different inside the FRA area from general FRA vertical limits;
- FLOS over relevant FRA significant point;
- Aerodrome/s related to the appropriate FRA Arrival Connecting Point and/or FRA Departure Connecting Point.
- Different FRA relevance on the same significant point during defined time periods.

*Note: Specific flow conditions of utilization e.g. use for arrivals/departures to/from specific aerodromes shall be described in the RAD.*

# FL Parity in Free Route Airspace

› This means that within a FRA volume, a specific FL parity can be defined over specific points.

› Examples:

BENOT	E	ODD FLs
KORED	X	EVEN FLs
CANNE	EX	(E) EVEN FLs, (X) ODD FLs

# Issues to be Discussed

- › Are CFSPs able to code this information in flight planning software and process it for flight plan calculation?
- › Is Eurocontrol able to code this information in CACD in order to export it via B2B service?
- › Is hard-checking or soft-checking required for FL parity in FRA?
- › If capabilities are not fully existing today, what is the timeline to be envisaged in order to be PCP compliant?
- › Are climbing / descending flights (obviously not respecting FL parity) negatively affected by such rules at flight planning level?



# Questions & Discussion



THANK YOU