

Flexible Use of Airspace

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Use of FUA in FABEC airspace

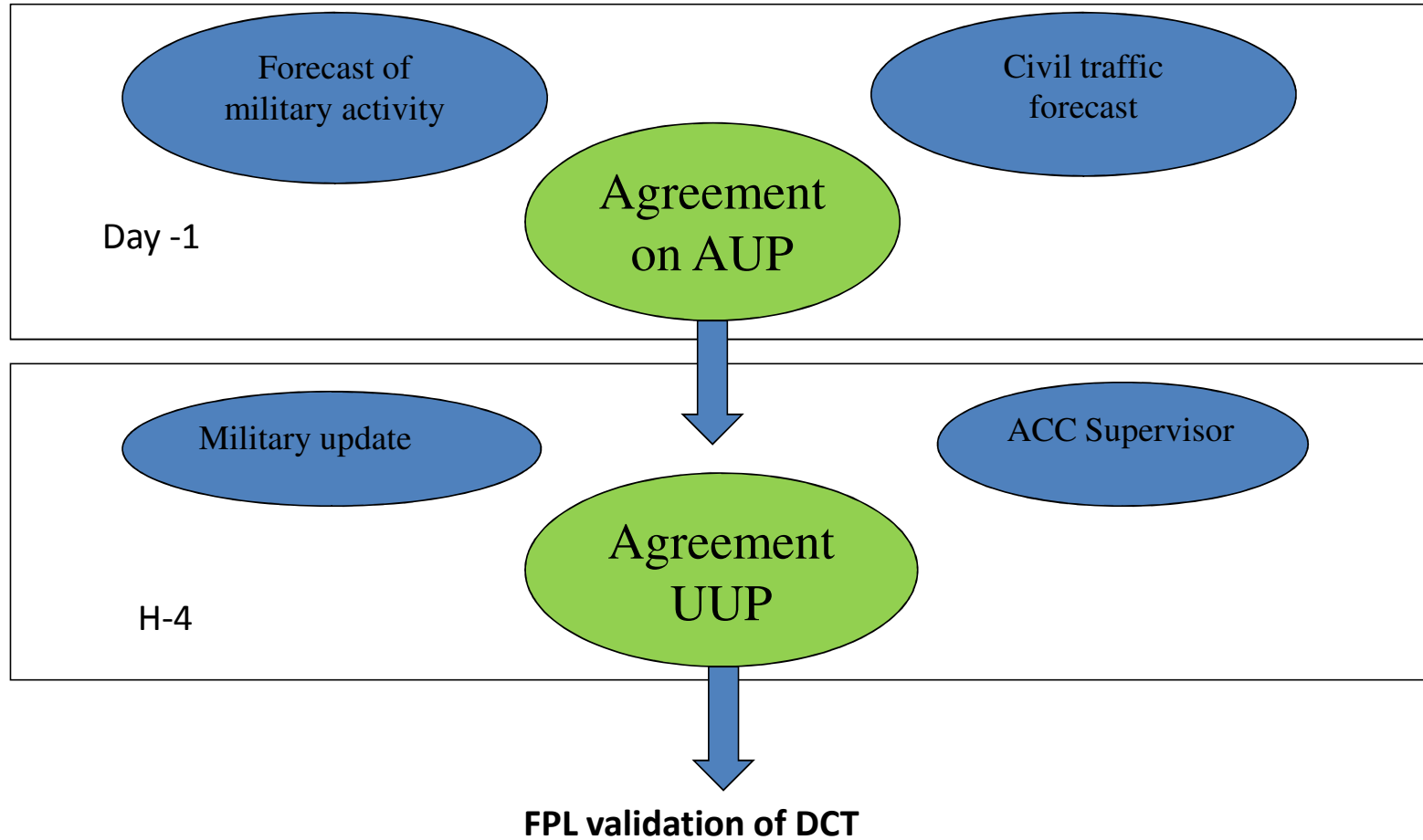
FUA is implemented in German French and Swiss airspace for many years
Usage of many upper military areas is planned via AUP

Advance FUA

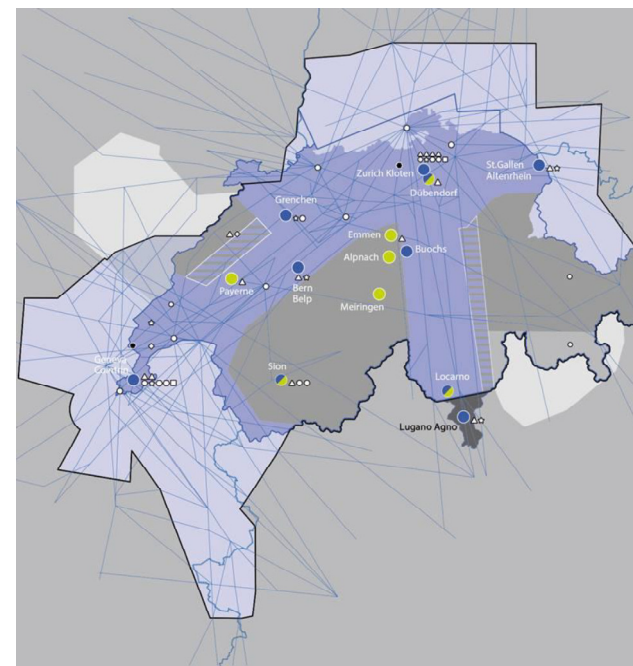
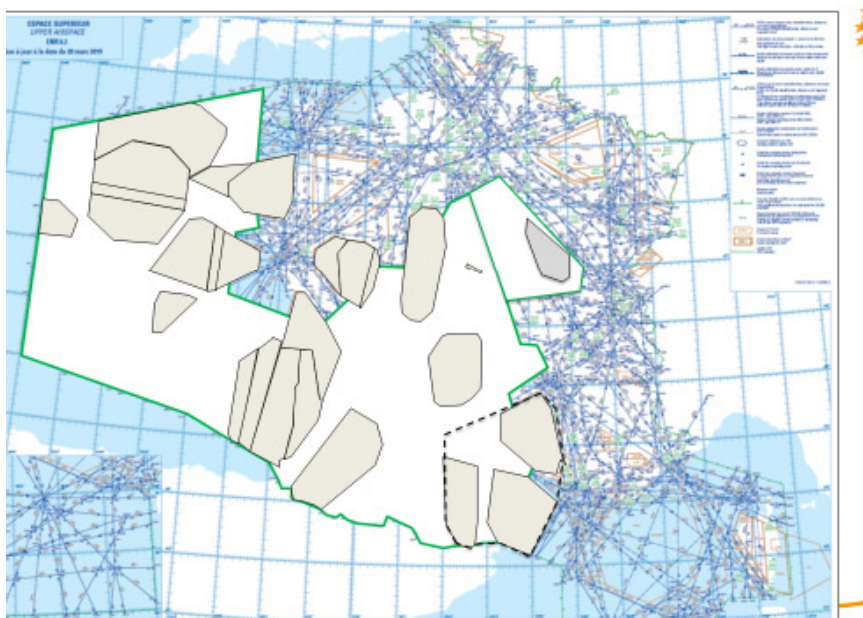
Use of DCT through military area via AUP/UUP
Use of rolling UUP with update until H-3



Protocol between civil aviation and military forces



Some military airspace in FABEC



Analysis of usage

Some airlines with the same CFSP have a different use of DCT
“conditional DCT usage” is an option in CFSP contract

Improvement by UUP between H-6 and H-3 :
very low usage
=> Risk of being a late filer?

Safety issues

Entrance into the area is calculated on EBOT and not CTOT
⇒ Flights with significant delays can be planned into the active area.
⇒ Message of the violation is not known by the pilot

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| | X | PROF204 (SPECIFIC RS VIOLATION): RS: TRAFFIC VIA LFTSA34A:F195..F999 [201805311630..201805311800] IS ON  
FORBIDDEN ROUTE REF:[LFTSA34AR] RAD APPENDIX 7 / AREA ACTIVE BY AUP/UUP
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Can we request an automatic NM rerouting for these flights ?



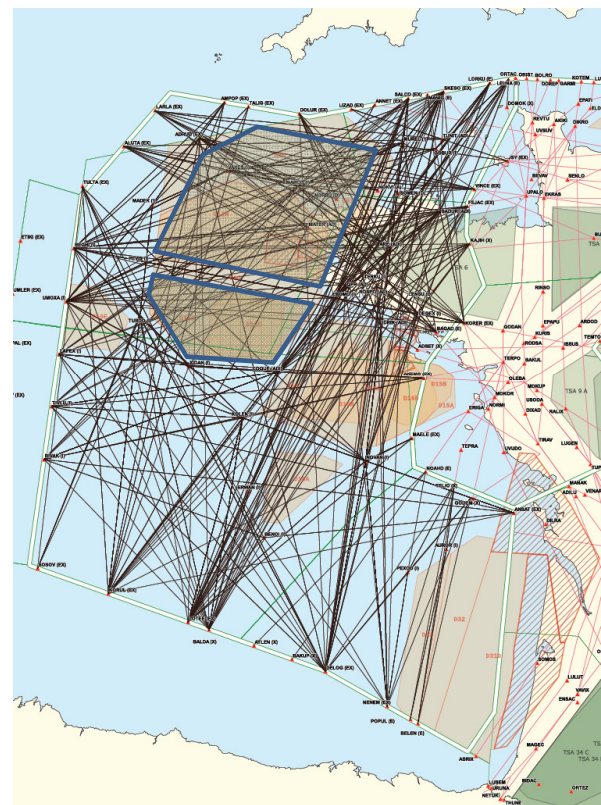
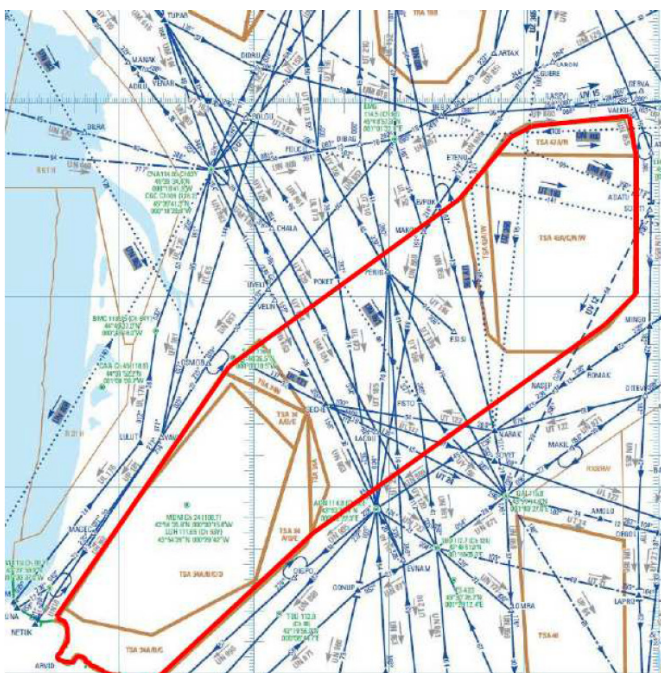
Environnemental issues

FUA should have a big impact

- many military areas on standard trajectories

– e.g. Brest ACC

New large military areas planned by military forces



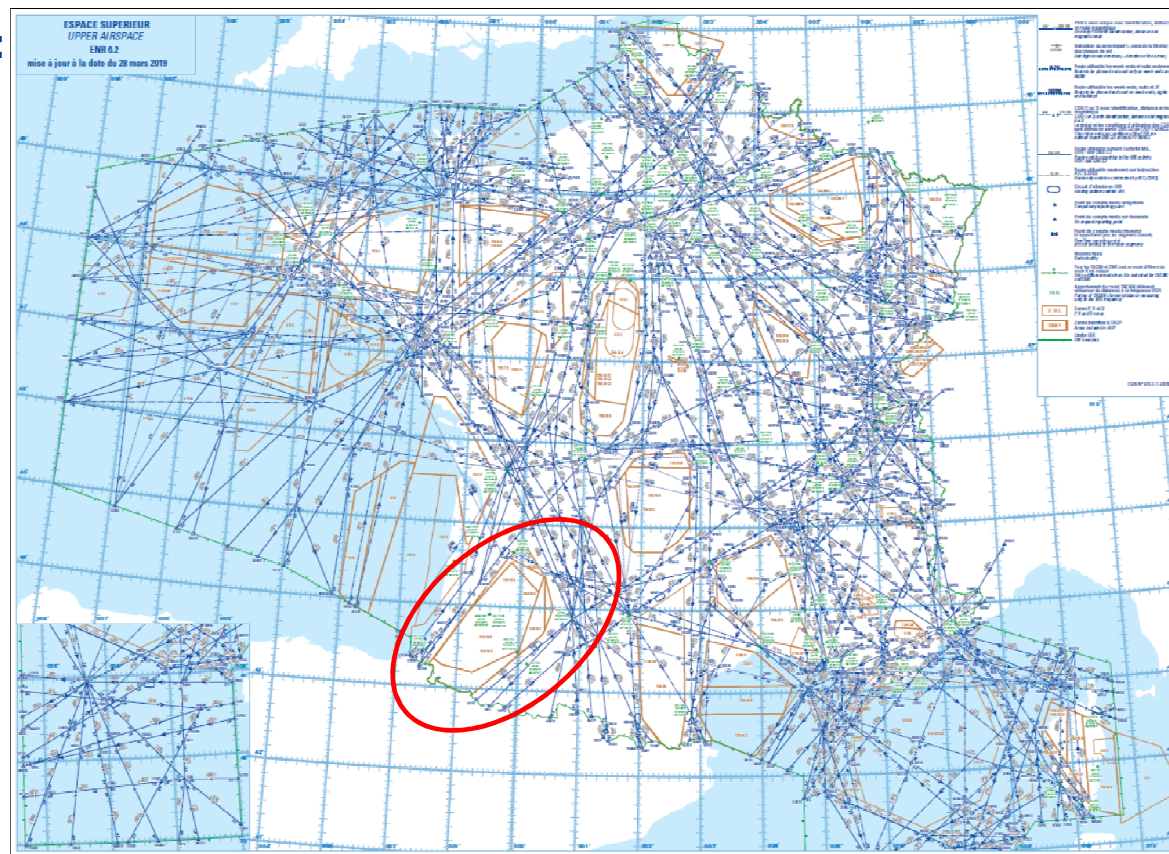
Some data

In French Airspace TSA 34 (summer 2019):

- **Booking / use**
 - 67%

- **DCT Usage**
 - 55% of flights
 - 68% on WE

- **UUP released (H-6/H-3)**
 - 2% of flights



Questions?

