Partnership for Realistic Flight Planning

DNSA DO/2R

Situation

- ATC/ATFCM staff to insure safe and efficient management of the traffic through their airspace

- What is considered « Inventive » Flight planning addresses both elements : safety and efficiency

- Massive re-filing also cause ATC/ATFCM issue

Inventive Flight Planning

- Recently adopted definition of Inventive Flight Planning at RMG#23

Inventive Flight Planning shall be understood as any FPL route or profile which includes unrealistic turns or unrealistic vertical evolutions either to connect an upper route to a lower route or vice versa, or to bypass specific airspaces.
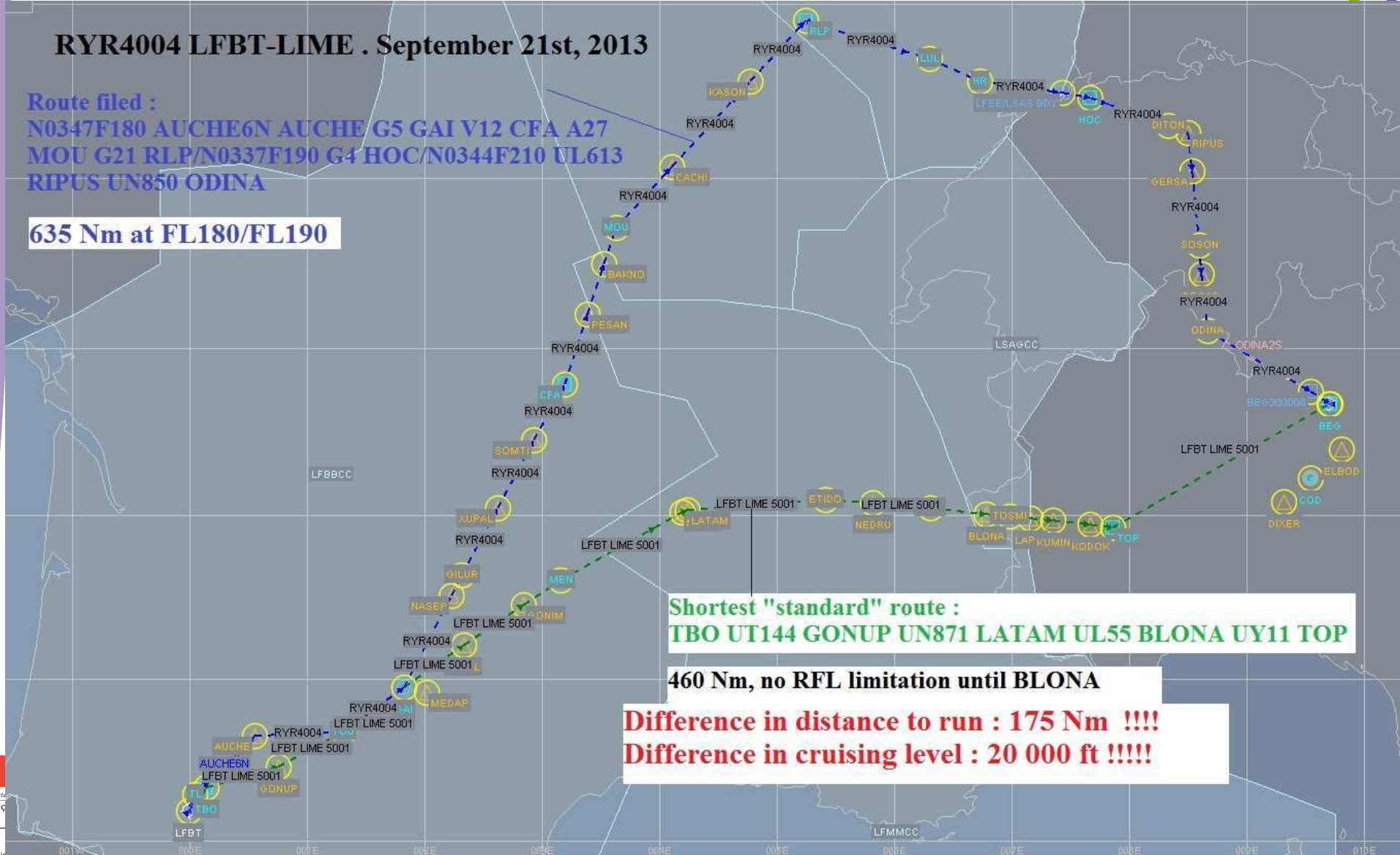
This means that the filed turns/evolutions are highly unlikely to be executed in practice, be it for safety or other operational reasons.

Exemples

RYR4004 LFBT-LIME . September 21st, 2013

Route filed :
N0347F180 AUCHE6N AUCHE G5 GAI V12 CFA A27
MOU G21 RLP/N0337F190 G4 HOC/N0344F210 UL613
RIPUS UN850 ODINA

635 Nm at FL180/FL190

Shortest "standard" route :
TBO UT144 GONUP UN871 LATAM UL55 BLONA UY11 TOP

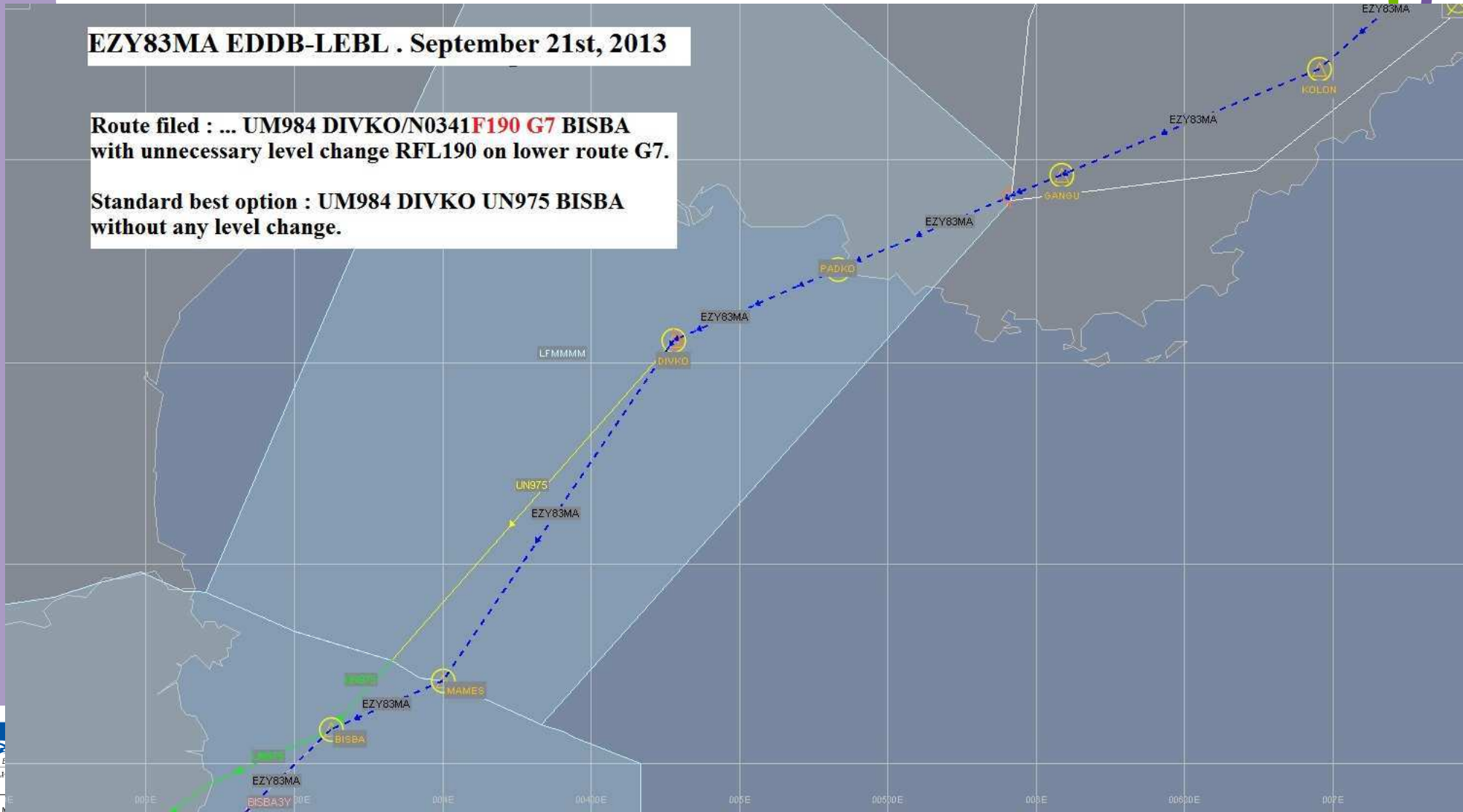460 Nm, no RFL limitation until BLONA

Difference in distance to run : 175 Nm !!!!
Difference in cruising level : 20 000 ft !!!!!
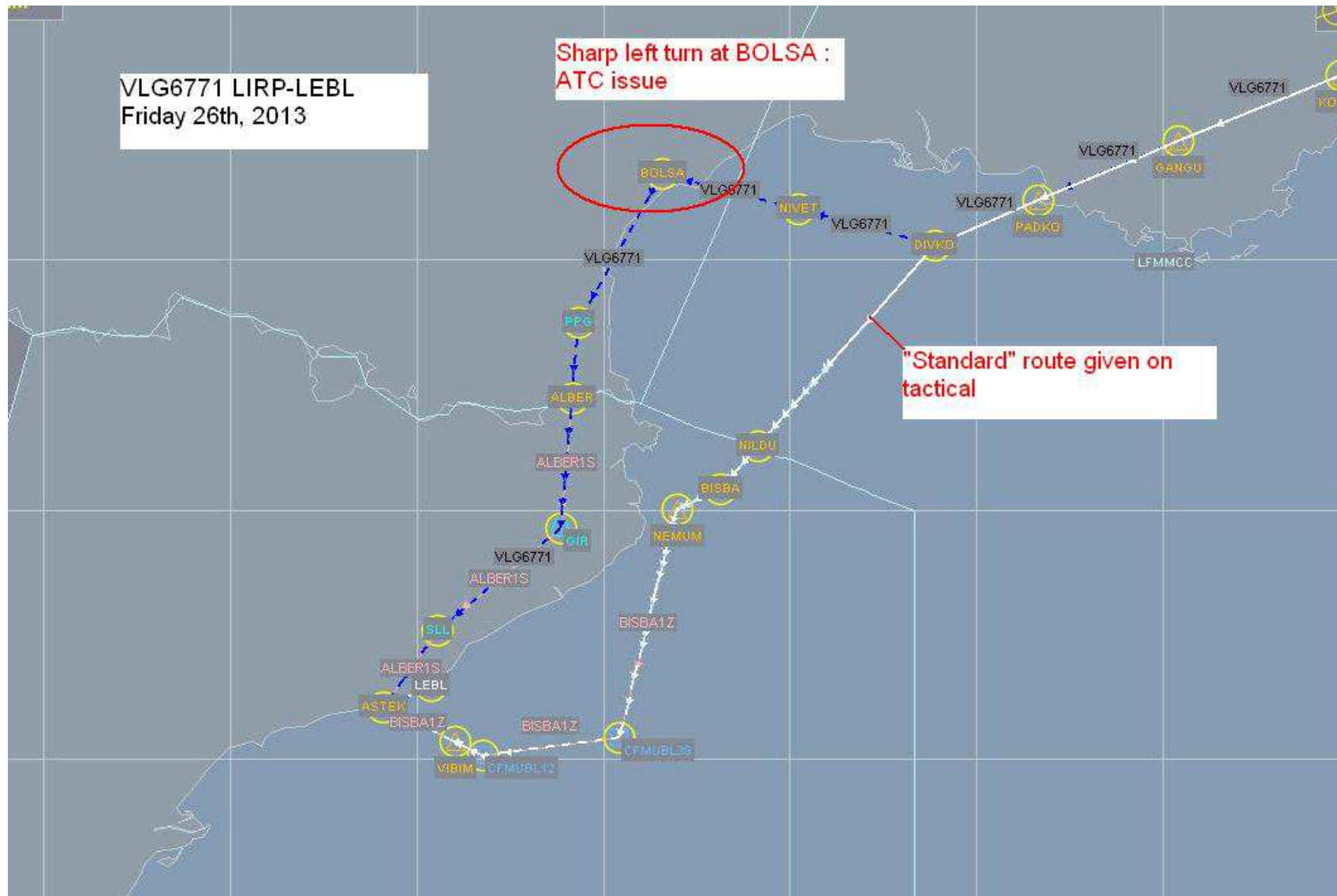
Exemples

EZY83MA EDDB-LEBL . September 21st, 2013

Route filed : ... UM984 DIVKO/N0341**F190 G7** BISBA
with unnecessary level change RFL190 on lower route G7.

Standard best option : UM984 DIVKO UN975 BISBA
without any level change.

Exemples

VLG6771 LIRP-LEBL
Friday 26th, 2013

Sharp left turn at BOLSA :
ATC issue

"Standard" route given on
tactical

Exemples

THY1365 LTBA-LFML
30 August 2013

Inventive Flight planning Cause and Consequences

What may cause Inventive flight planning :

Profile differences between IFPS / Service Provider FPL cause rejection

Avoidance of regulated area

Consequences :

Unusual / unexpected profile for ATC

Massive refiling out of congested area leading to non adherence

Intruder phenomenon entering unexpected sector

This subject is very important for DSNA : presented at ODSG, AOG, RMG, Axis management levels .

Toward Solutions

Realistic Flight plans :

An accepted FPL doesn't mean it is realistic. RAD tool is to insure best capacity management.

Achieving the most efficient profile requires everyone expertise : NM - Flight planners - AO - ANSP

Adherence to realistic flight plan : shared responsibility between NM/Planners/Pilot/ATC

Adherence leads to predictability which leads to safety and Capacity enhancement for AOs benefits.

Next step : DSNA's "Intruders and Predictability Task Force " the 5th December at LFEE premises.

To tackle this problem at FAB level and promote Network wide solutions.

Thank you for your participation !!

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