



Rolling UUP Procedures

OPS-AOG Workshop

Langen
29 Jan 2018

Rolling UUP Procedures



- **System requires flexibility in refiling the FPL**
 - Lay-out EBBR FIR/UIR determining factor
 - Central position between FLAP
 - 80-85% of traffic is within maximum 40' of flying time from Be Border
 - H-3 pro-active release of airspace
 - Based on DFW and FUA 3+ procedures 
 - Based on FRA, single CDR category and FUA restrictions 
- **Closure of CDRs**
 - Either airspace remains 'open' until CDR is closed
 - Quid refiling?
 - Flight blocked?
 - Either CDRs remains closed until airspace is released
 - Quid refiling?
- **Are the AOs/CFSPs capable/interested?**

Rolling UUP Procedures

- **Are the AOs/CFSPs capable/interested?**
 - **Determining factor for our future initiatives**
 - High HR effort
 - Change to procedures with Mil
 - **Mil will request KPIs on usage/intake**
 - **Civ/Mil interests are diverging**
 - New military fighter system



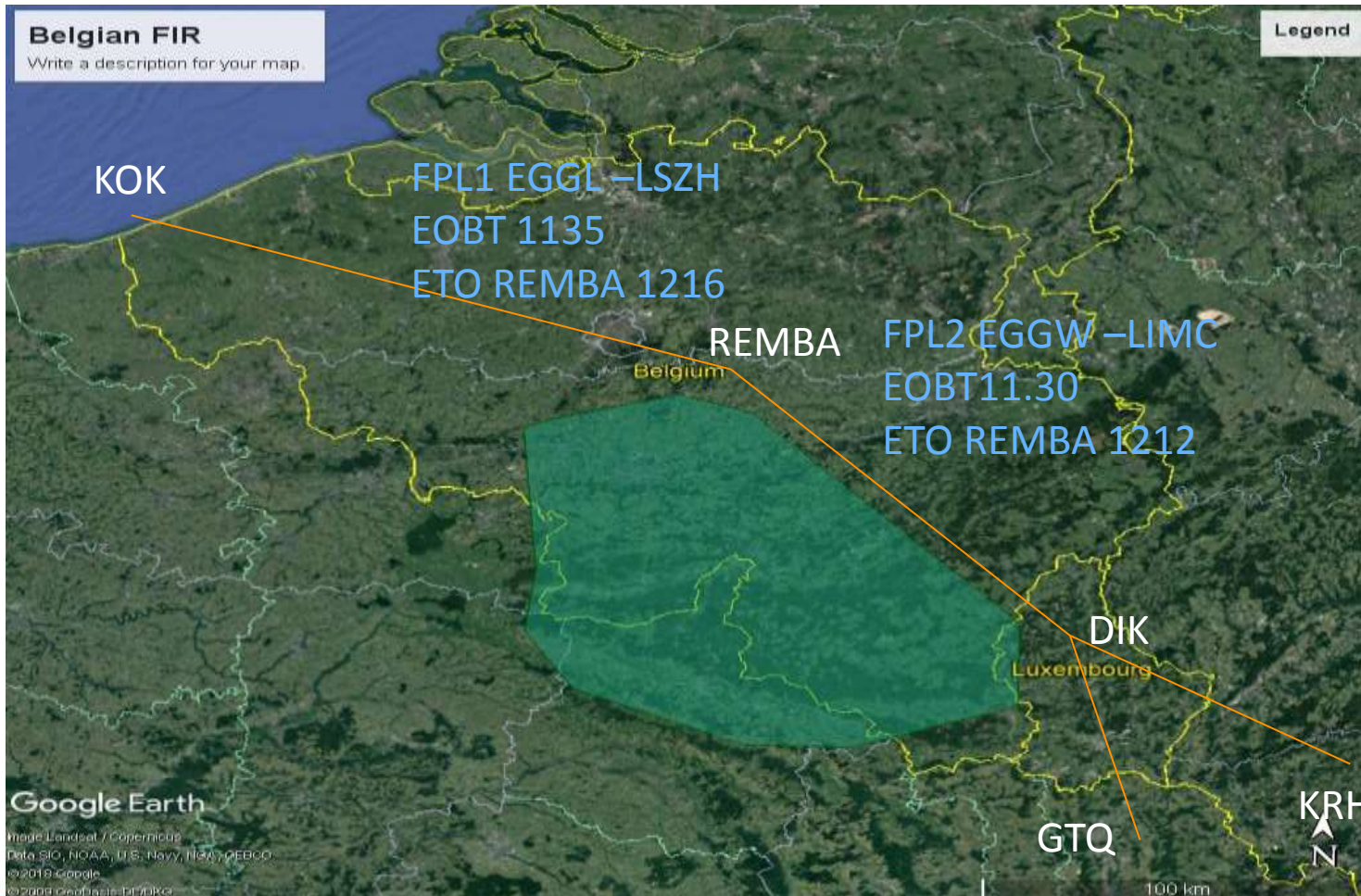
Thanks for your attention!



Rolling UUP Procedures



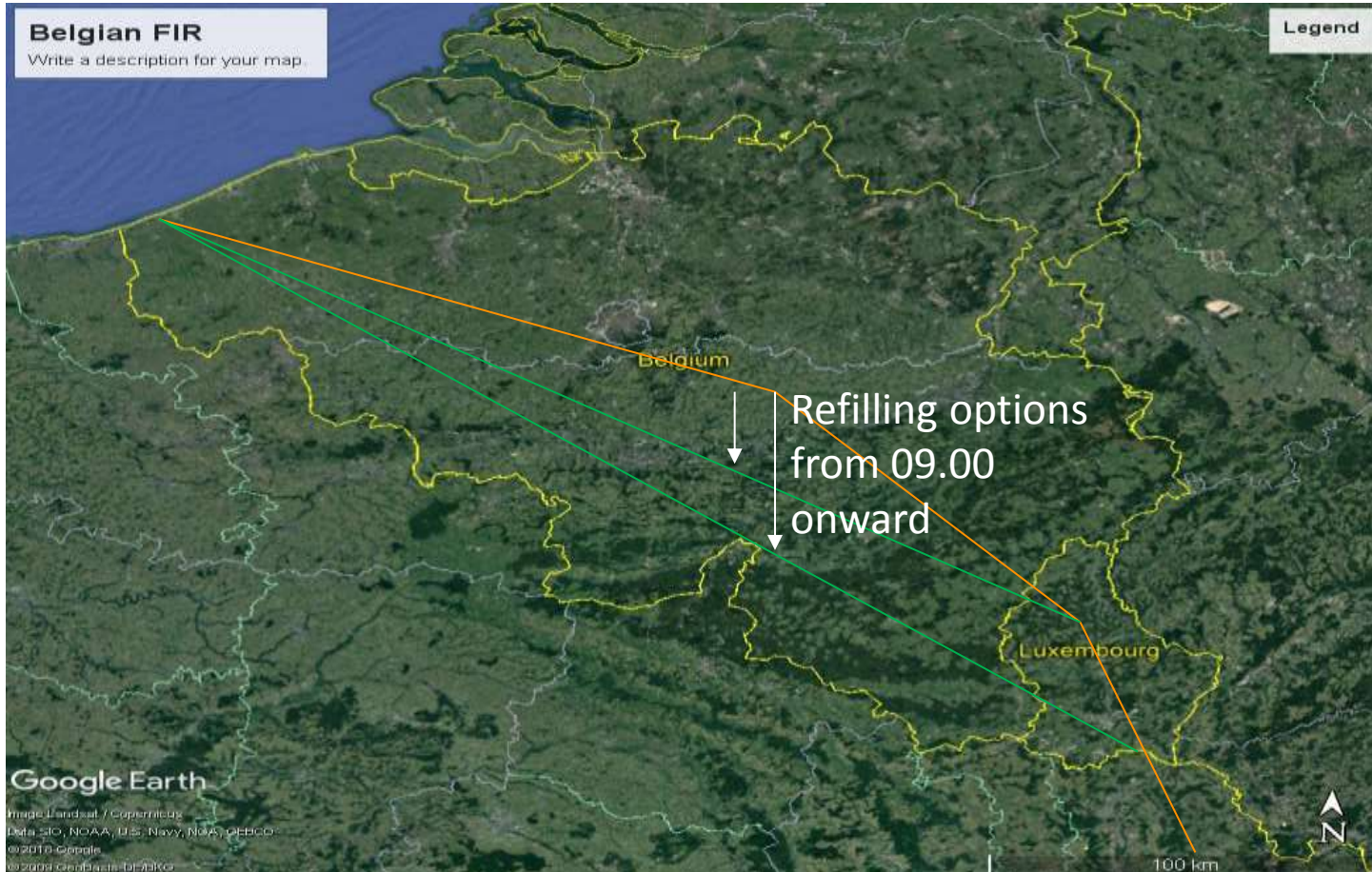
- Based on DFW and FUA 3+ procedures / mixed CDR and free route env
- FPL have been filled at 07.00



Rolling UUP process at 9.00



Military airspace released H-3 → TRA available for Flight planning from 12.00 FL195+ → CDR UM150 available + free route entry/exits FL245+



What we are looking for?



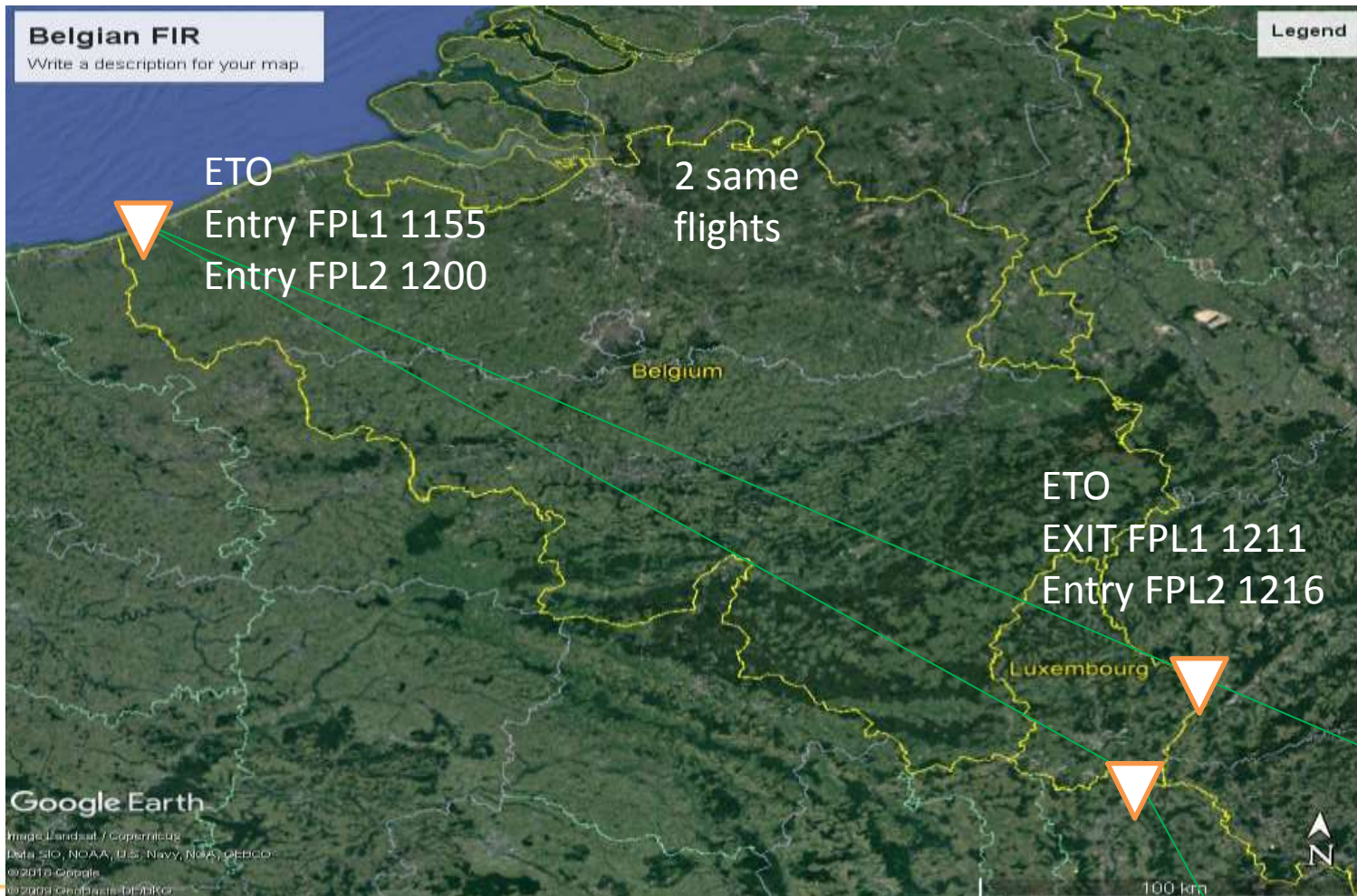
- Out of 100 candidate flights today → How many will refile on shortest route as example?
- Out of 100 candidate flights in 2020 → How many will refile on shortest route?

OBJECTIVE

- Assess the opportunity to negotiate in that direction with Mil partners
- When doing so, AOs response is key as MIL partners will request measurements on results
- If low or little response from AOs there is no business case for us

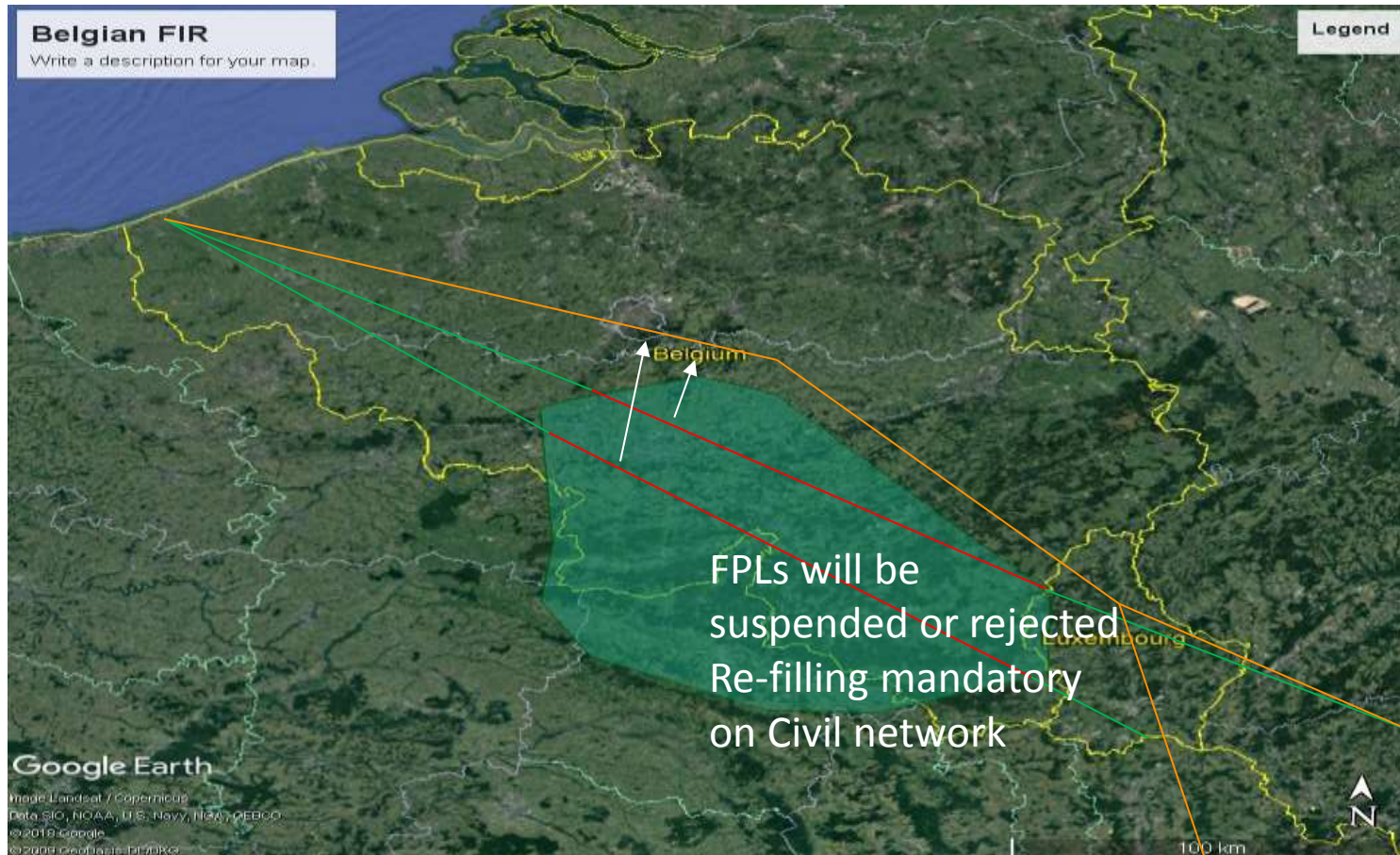
Rolling UUP Procedures

- Based on Advanced FUA concept linked to Free route/FUA RS
- Airspace is Civil by default / MIL can book A/S till H-3



Rolling UUP process at 09.00

- MIL A/S is booked from 12.00 onward



What are we looking for?



- What are the consequences of such processes on AOs & CFSPs?
- Will automation be in place?
- Potentially 200 flights a day can be impacted
- Are AOs/CFSPs in general able to cope with the concept?