

Free Route: Flight efficiency versus capacity – some considerations

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Civil Airspace Users perspective



- Freedom to plan user preferred trajectories from departure to destination
- Flight planning systems should support optimal route selection according defined planning priorities
- ANSP's have to adjust to user demands in terms of capacity and staffing
- Harmonized rules for FRA
- Freedom to plan over very long distances without intermediate points?
- Flexibility to adjust to short term changes?
- Crossborder Free Route Airspace volumes?



Military Airspace Users perspective



- **Military Mission Effectiveness not hampered by Free Route implementation**
- **High performance military aircraft require larger training areas**
- **Training areas close to airbase**
- **Crossborder military training areas?**
- **More flexibility in time and airspace dimensions used for military training?**



ANSP's perspective



- Increasing volatility in traffic demand during last years
- With FRA, volatility in traffic distribution might grow
- Congestion in areas with dense and complex air traffic might grow with FRA
- Limited capacity in areas with military activities
- Limitations to FRA might be necessary, e.g. extended SID/STARs, restricted use of airspace volumes, constraints in FRA usage times



ANSP's perspective



- **How to leverage capacity, flight efficiency, costs?**
- **Provide spare capacity for airline planning freedom?**
- **Introduce restrictions to free route planning on European Network level in order to keep capacity and costs under control?**

