



AOM-0500 — Direct Routing for flights both in cruise and vertically evolving for cross ACC borders and in high complexity environments.

Direct Routing operations are established with the aim of providing airspace users with additional flight planning route options on a larger scale across FIRs such that overall planned leg distances are reduced in comparison with the fixed route network. These operations are fully optimized due to AFUA, specifically within environments with high complexity and / or involving cross ACC/FIR boundaries.

Rationale Direct Segments are established within local and regional documentation and then made available for flight planning (with published conditions of use). Seen as an early iteration of the Free Route concept, Direct Routing operations allow airspace users to optimize flight and fuel planning. Additional infrastructure is required locally and regionally to establish an appropriate network of Direct Routes (in addition or in replacement of the ATS Route Network) Extending this network at a larger geographical scale into high complexity environments requires advanced controller tools to cope with anticipated increase in ATCO workload. The extension of direct routes across ACC/FIR boundaries also requires ground system support for airspace management and flight data processing. A-FUA at the regional scale can optimize the use of published Direct Routes with new ASM/DCB complexity assessment & resolution tools being provided to the NMF (Network Management Function).
OI Step Benefit: This OI Step provides Airspace Users with the opportunity to plan flight (and fuel) for shorter leg distances, in comparison with the fixed route network (Airways & CDRs), within cross ACC/FIR boundary & high complexity environments.

Forecast V3 end date -

Benefits start date (IOC) 31-12-2016

Full benefits date (FOC) 31-12-2024

Current Maturity Level V3

Solution Data Quality Index -

Current Maturity Phase R&D

Scope -

Release R5

PCP Status PCP

Context

Related Elements



