Digital European Sky

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Eric Nantier

Senior Director
Head of OPS Optimization and Development

LUFTHANSA GROUP

The world after the crisis is the world before the crisis
We are facing one of the biggest crisis but we will keep flying

The capacity will soon be a challenge again, **act on the low-hanging fruits**!

The pressure on the environment will return and focus again, **digitalization (SESAR - AAS) offers solutions** to reduce our ecological footprint

The crisis should be used to renovate the current restrictions (e.g. RAD) by thoroughly checking whether they are still all necessary! Concept, like Dynamic Airspace Configuration or Flexible Use Airspace, have to be pushed.

The TMA has a major environmental impact and should be more focused. This can only partly be solved on local level.

A European approach could support solving this problem by using Arrival Management.

Arrival management during some part of the day allowed a reduction of vectoring/holdings by more than 96% in ZRH. Works continue to improve the Prediction of Holdings (ECTL Innovation Lab), but **what can be done to avoid it?**

The digitalization must be build around the passenger priorities

The technology to go from "Control" to "Manage" the flights is now available, yet **we need the willingness**!

By exchanging the correct data between all actors (Airlines, Pilots, controllers and personnel on ground) everybody can **focus on the flights based on their priorities** allowing a smoother operation, reducing the reactive actions imposed by a FCFS (first come first serve) principle.

We all together have a **higher need for exchange of data between ATM stakeholders** to achieve these objectives

Data confidentiality, data security must be taken into account through a pragmatic and economical approach..

We don't just only fly aircrafts… we move passengers

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