

CANSO Members creating capacity in Europe.

CANSO is the global voice of air traffic management and together CANSO Members work to address key industry issues and champion innovation. With air traffic in Europe at an all time high – with traffic growth in 2018 outstripping estimates for most air navigation service providers (ANSP) – CANSO ANSP Members in the region are implementing a range of measures to accommodate rising demand and create much-needed capacity, both now and in the future.



CANSO Member: ROMATSA

Romanian Air Traffic Services Administration - ROMATSA - is a legal person, based on economic administration and financial autonomy, performing the specific functions in connection with the Air Traffic Management, under the authority of the Romanian Ministry of Transport.



Air traffic growth in Romania



Actual traffic growth in terms of service units **increased 24.87%** during 2014-2019 (RP2)



Forecast traffic growth was **14.15% over** the initial estimates for RP2

How Romatsa is improving capacity

Measures to improve domestic capacity – now to two years



System improvements

1. New ATM system, an investment of almost 30 million euros, is aligned with the requirements from the European ATM Master Plan and the functionalities of the Pilot Common Project through which SESAR mature solutions are implemented.
2. A new ATM system was transferred into operations on 08.04.2019, The operational concept relies on a trajectory-based approach in which the user agrees to fly a trajectory facilitated by the ANSP.
3. Trajectory changes are kept to a minimum to achieve the best outcome for all users.
4. Flexible and dynamic airspace sectorisation will improve the capacity and the economic use of resources. The most important benefits are: increased area control centre (ACC) capacity, increased flexibility, the possibility to open additional sectors and airspace structure optimisation.



Airspace changes

- ▶ New sectorisation envisaged for the following years, in line with traffic patterns dynamic in the context of FRA H24 (SEE FRA) implementation starting with 7th of November 2019.
- ▶ The estimated South Eastern Europe Free Route Airspace daily benefits are 1350 fewer minutes of flying time, 71t of fuel savings and reduced CO2 emissions by 226 t and 1t less NOx.



Ops procedural changes

- ▶ New procedures in place, resulting from the implementation of the new ATM system.
- ▶ Optimised sectors' configurations and opening schemes.
- ▶ Efforts towards respecting the number of opening sectors as planned in the Capacity Plan for Summer 2019 and published on the NOP.



People related improvements (training/rostering)

- ▶ Continuous recruitment and selection process in order to gradually overcome the current high age average (45+) of ATCOs.

Measures to improve domestic capacity – three to five years



System improvements

- ▶ ATM system upgrades including traffic load and complexity tool implementation.



Airspace changes

- ▶ Further stepped adjustments of the sectorisation in line with traffic patterns dynamic.



Cross-border initiatives

- ▶ FRA expansion by including other neighbouring ANSPs (ex: Moldova, Ukraine)



Ops procedural changes

- ▶ Improved LoAs and relevant ATS procedures to reflect collaboration at the interface between free route airspaces (for gg SEE FRA – SECSI FRA, SEE FRA – UKLV FRA, SEE FRA - FRAC) in order to allow airline operators to maximise the use of FRA facilities and plan according to the most effective trajectories, without states' or free route airspaces borders constraints.