



# AOM-0806 — Dynamic Management of Terminal Airspace Routes and Transition

*In order to manage the transition into and out of the TMA from/to airports and En-route sectors with both fixed route and free route airspace, terminal airspace is dynamic, accommodating a broad range of climb and descent profiles. This could include dynamic use of lateral routes, speed and various climb/descent profiles to help optimise efficiency whilst managing demand and capacity.*

**Rationale** All TMA operations must have some fixed points to be adhered to; in low density operations this may not be very limiting, e.g. FAF, but in high density operations this may be long SIDs & STARs. Therefore, there needs to be a transition between Free Route Airspace and this fixed structure. An optimised TMA route structure is to be considered as default, however for some high complexity/density TMAs, or to manage non-nominal situations, a systematic and constraining route structure may be necessary to prioritise safety, predictability and capacity over fuel efficiency.

**Forecast V3 end date** -

**Benefits start date (IOC)** 31-12-2026

**Full benefits date (FOC)** 31-12-2032

**Current Maturity Level** V2

**Solution Data Quality Index** -

**Current Maturity Phase** R&D

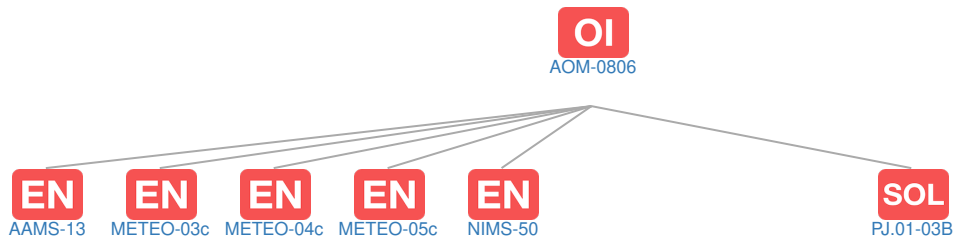
**Scope** -

**Release** 2020

**PCP Status** -

## Context

### Related Elements



**EN** Enablers

| Code      | Dates |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|
|           | 15    | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AOM-0806  |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AAMS-13   |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |  |  |  |  |  |  |  |
| METEO-03c |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |  |  |  |  |  |  |  |
| METEO-04c |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |  |  |  |  |  |  |  |
| METEO-05c |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NIMS-50   |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |  |  |  |  |  |  |  |  |  |  |  |  |  |

**OI** Dependent OI Steps: No associated data

**SOL** SESAR Solutions

| Code      | Title                                                                              | Program           | Related Elements                         |
|-----------|------------------------------------------------------------------------------------|-------------------|------------------------------------------|
| PJ.01-03B | <a href="#">Dynamic E-TMA for Advanced Continuous Climb and Descent Operations</a> | SESAR 2020 Wave 1 | <b>PJ</b> <b>OI</b> <b>DS</b> <b>EOC</b> |

**PCP** PCP Elements: No associated data

**OBJ** Implementation Objectives: No associated data

**ICAO** ICAO Block Modules: No associated data