

The military: meeting new challenges

The requirements for military air traffic control are becoming more and more complex. Modern operational flight operations are being increasingly characterised by new models of civil-military cooperation, changed missions and the growing economic pressure which often leads to a merging of military airbases and thus training airspaces. The DFS fast-time simulation can provide important information for making decisions.



The new airspace, which was implemented in 2003, is larger than the previous ones. This facilitates the conduct of operational flights carrying out new flight missions.

For the military, technological developments are concomitant with the increasing tendency to concentrate operational locations. The resulting relocation and merging of air wings or complete airbases often have repercussions on existing airspaces since larger training airspaces may be needed in the vicinity of the new location. The results of DFS fast-time simulations provide a sound basis for military management decisions of this kind.

Our airport simulations provide our military customers with a basis for making decisions with respect to:

- defining military airspaces in airspaces dominated by civil requirements;
- defining military airspaces for modern fighter aircraft;
- re-defining military airspaces when operational sites are relocated or combined.

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A practical example demonstrating the benefits of a fast-time simulation is the Temporary Restricted Area (TRA) Lauter. The DFS team of military and civil experts was faced with a very complex task in this connection. The aim was to combine two smaller Temporary Restricted Areas located in the west of the high-density airspace of Frankfurt into one larger TRA. Two aspects were of major importance: the enormous demands of the civil side concerning the routes to and from Frankfurt had to be fulfilled as well as the complex international coordination requirements arising from the location of the TRA in a region where four countries meet. According to the Flexible Use of Airspace concept, the TRA must be made available to civil flights when it is not active, for example, at weekends or during the night. In a comprehensive simulation, DFS developed a new military training airspace which meets the needs of all parties concerned, civil and military as well as national and international bodies.

