Improved access into secondary airports in LVC

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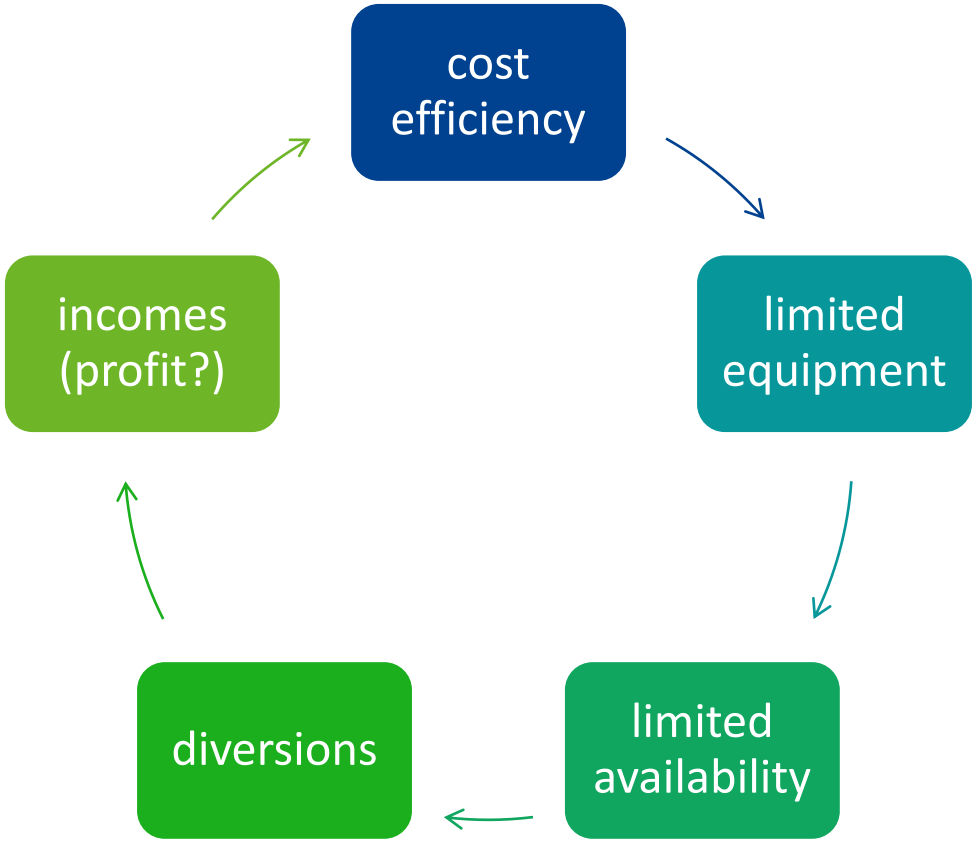
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Secondary airports - source of congestion at major airports



Unlocking capacity – enabling airports to operate in LVC

SESAR 1 delivered number of solutions:

- Implementation of satellite – based navigation (SBAS / GBAS) – CAT1 EQV
- Remote & Virtual towers
- Enhanced & synthetic vision
- Controller tools (inlcuding safety nets)

Focus on secondary airports



Focus on secondary airports

solution for LVC at secondary airports

(V2 validations – feasibility)

runway

- Low Cost Surveillance
- Low Cost Vehicle Tracking
- Video-based detection
- Automation

approach

- GBAS / SBAS for smaller airports
- Capability for ILS CAT 2/3 eqv operations

on approach

Simulations covering applicability of full spectrum of satellite – based navigation at the secondary airports for operation in the ILS CAT2/3 conditions.

Focus on:

- Separation
- Capacity
- Safety & human performance



Courtesy of Professional Pilot webpage
http://www.propilotmag.com/archives/2014/Oct%2014/A4_roadtozero_p1.html

on runway

Low Cost Surveillance

Camera system

Enhance video system
to produce reliable surveillance target

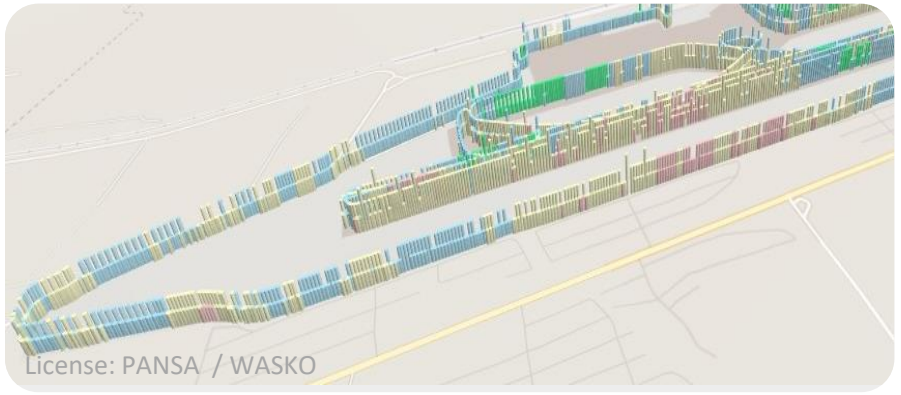


License: YouTube / Travel Links Directory

Sensors

Use of alternative vehicle tracking

Other availble sensors and its applicability


License: PANSA / WASKO

Summary

- Exercises conducted in 2018 / early 2019
- Results expected in 2019

- Each of streams shall bring benefits if applied individually
- Further synergies are expected when both streams applied together

- Integration of the AFIS into the validations

SESAR 2020 PJ.02 EARTH

Project Partners



































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