

WP5 : Space Based ADS-B and Flow Management

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How do you predict arrival time at FIR?

- before ATC co-ordination of transfer

FIR 1

- Late departure



Departure
Airport

FIR 2

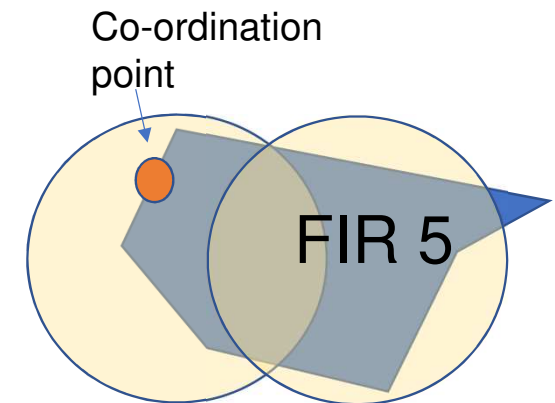
- Wind change

- ATC intervention

FIR 3

- Around newly
activated
restricted area

FIR 4

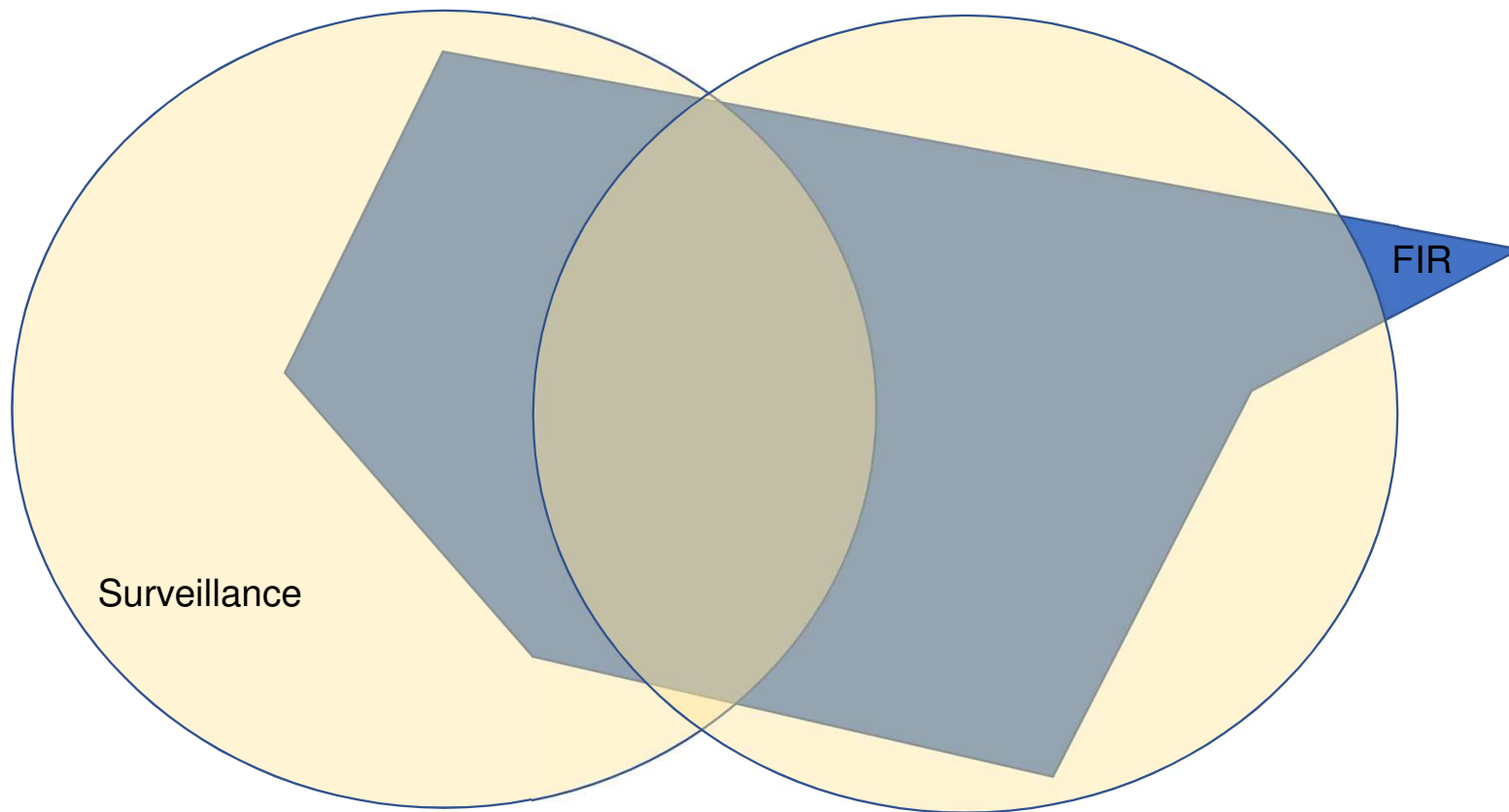


FPL – ETD, EET
DEP –
EST/CPL/ABI

WHAT is the FAILURE rate?

ANSP surveillance is normally :

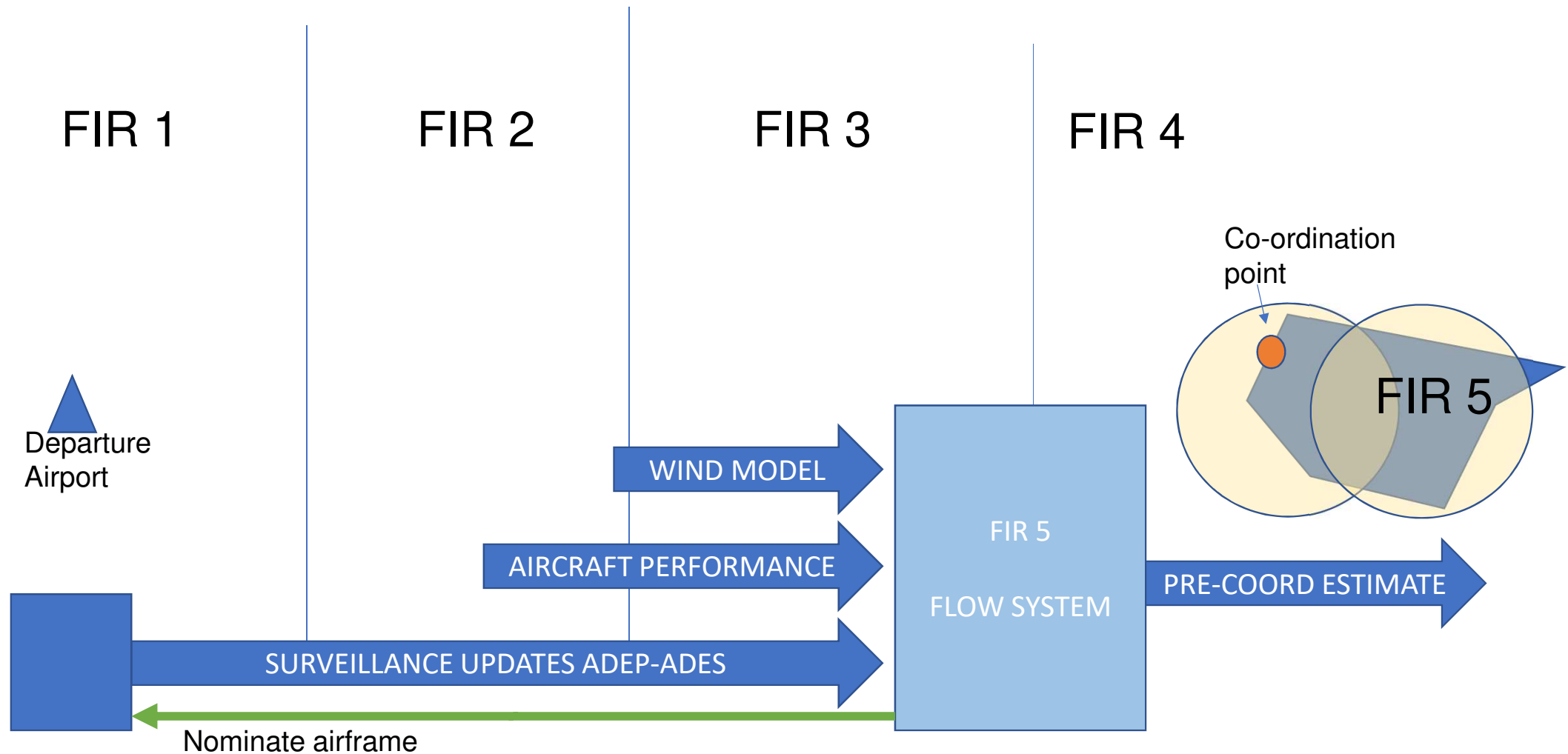
Your own FIR plus a moderate distance into adjacent FIR



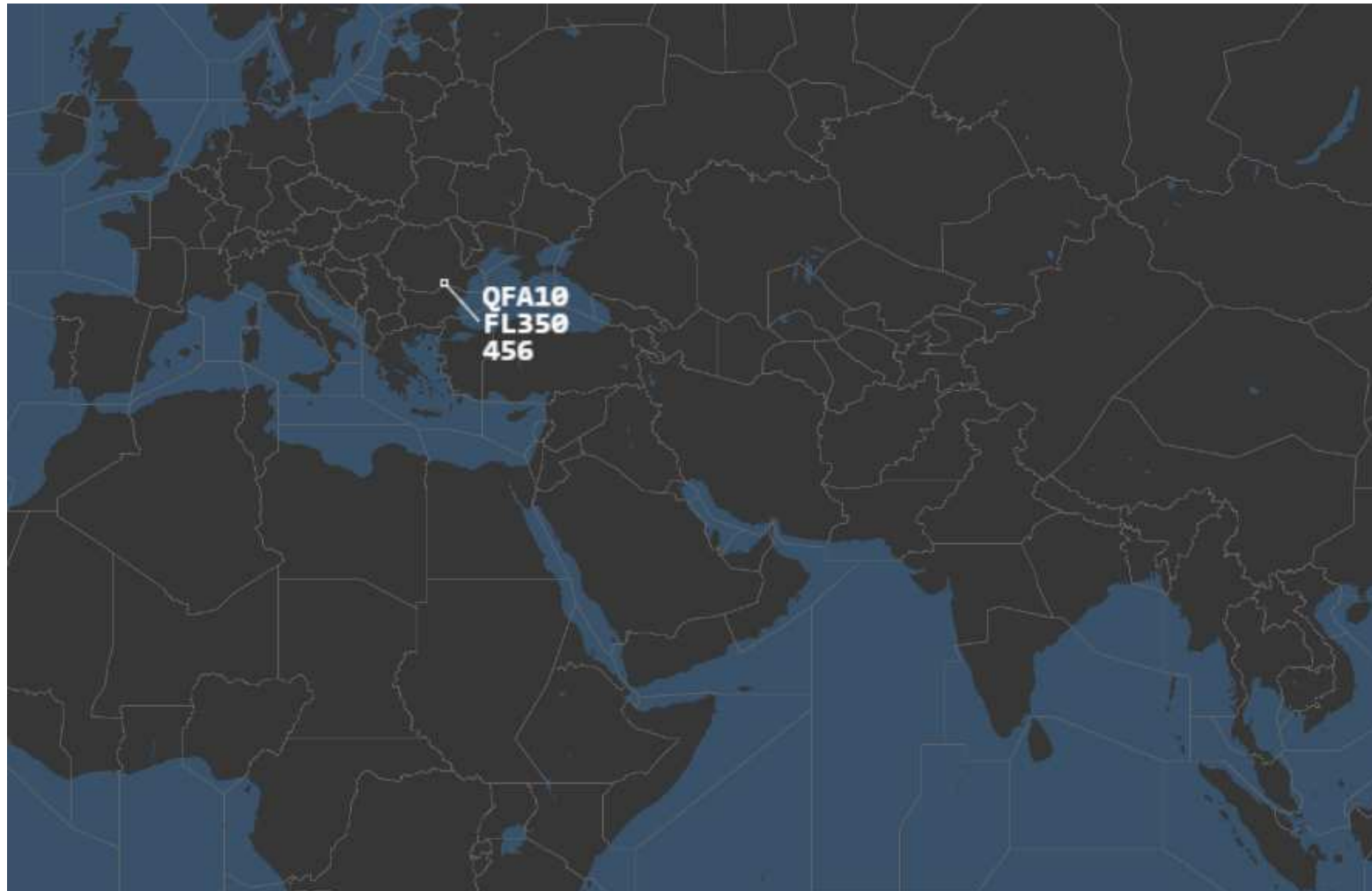
Aireon has Surveillance data worldwide



What if your FIR got surveillance benefit ADEP-ADES?



Singapore could receive date on QF10 London to Singapore whilst over Europe !



This would improve estimates

- ATC and flow management systems can calculate estimates using various information such as flight plan data, aircraft performance data, profile information and wind models. However, accurate position reports can provide essential “real world” feedback adjusting initial estimates to achieve higher accuracy and realism.
- ATC intervention in prior FIRs will continue to cause change in original estimates, but automated position report updates will allow those changes to automatically update flow management and traffic load calculation systems.

In itself this is not a solution

- Just a contribution to assist design of new flow management systems
 - Flow instructions are beyond the extent of this proposal
- Would this be useful?



Questions/ Discussion?

