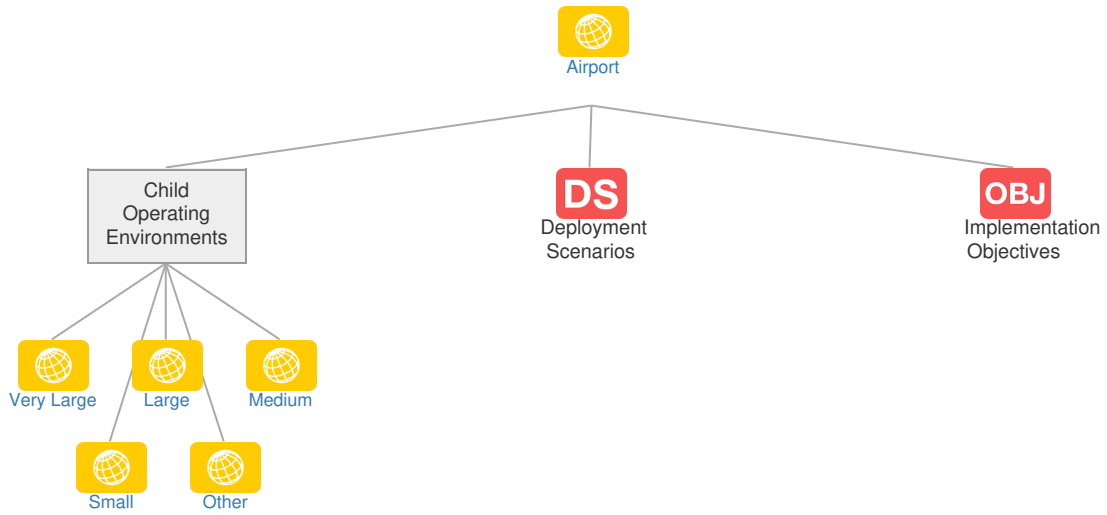




Context

Related Elements





Parent Operating Environment: No associated data



Child Operating Environments

Title	Description	Related Elements
Very Large	A Very Large Airport Operating Environment corresponds to the aerodrome movement area and the...	
Large	A Large Airport Operating Environment corresponds to the aerodrome movement area and the volume...	
Medium	A Medium Airport Operating Environment corresponds to the aerodrome movement area and the volume...	
Small	A Small Airport Operating Environment corresponds to the aerodrome movement area and the volume...	
Other	An Other Airport Operating Environment corresponds to the aerodrome movement area and the volume...	



SESAR Solutions: No associated data








































































Deployment Scenarios

Code	Title	Related Elements
-	ACAS evolution	
-	ACAS evolution for rotorcraft and general aviation	
-	Advanced automated MET system	
-	Advanced geometric GNSS-based procedures in TMAs	
-	Advanced rotorcraft operations in the TMA	
-	Aeronautical digital map service	
-	Aeronautical mobile airport communication system (AeroMACS)	
-	Aircraft as an AIM/MET sensor and consumer	
-	Airport integration into the network	
-	Airport safety nets vehicle	
-	Alternative position, navigation and timing (A-PNT)-short term	
-	Approach improvement through assisted visual separation	
-	CNS rationalisation	
-	CNS services evolution	
-	Collaborative airport (airport operations plan - network operations plan, phase 2)	
-	Collaborative network performance management	
-	Collision avoidance for IFR RPAS	
-	Completion of aeroMACS development	
-	Continuous descent operations (CDO)	
-	D-TAXI service for CPDLC application	
-	Digital collaborative airport performance management	
-	Digital evolution of integrated surface management	
-	Digital integrated network management and ATC planning	
-	Digitally enhanced briefing	
-	Efficient aircraft separation during take-off and final approach	
-	Enhanced AMAN/DMAN integration	

Code	Title	Related Elements
-	Enhanced ATFM slot swapping	
-	Enhanced airborne collision avoidance for commercial air transport normal operations (ACAS Xa)	
-	Enhanced airport safety alerts for controller and pilot	
-	Enhanced airport safety nets	
-	Enhanced arrival procedures	
-	Enhanced collaborative airport performance planning and monitoring	
-	Enhanced integration of AU trajectory definition and network management processes	
-	Enhanced navigation and accuracy in low-visibility conditions on airport surfaces	
-	Enhanced network traffic prediction and shared complexity representation	
-	Enhanced rotorcraft and GA operations in the TMA	
-	Enhanced visual operations	
-	HMI interaction modes for ATC centres and airport towers	
-	Hyper-connected ATM	
-	IFR RPAS accommodation in airspace classes A to C	
-	IFR RPAS integration in airspace classes A to C	
-	Improved access to secondary airports	
-	Improved aviation AIM and MET services through automation and digitalisation	
-	Improved vertical profiles through enhanced vertical clearances	
-	Independent rotorcraft operations at airports	
-	Integrated surface management	
-	Mission trajectories management with integrated dynamic mobile areas type 1 and type 2	
-	Multiple remote towers and remote tower centre	
-	Network optimisation of multiple ATFCM time-based measures	
-	New use and evolution of cooperative and non-cooperative surveillance	
-	Next generation AMAN for a 4D environment	
-	Optimised low-level IFR routes for rotorcraft	
-	RBT revision supported by datalink and increased automation	
-	Remotely provided ATS for multiple aerodromes	
-	Remotely provided air traffic service for contingency situations at aerodromes	
-	SWIM T1 (technical infrastructure) purple profile for air/ground advisory information sharing	
-	SWIM T1 purple profile for air/ground safety-critical information sharing	
-	Safety support tools for runway excursions	
-	Static aeronautical data service	
-	Sub-regional demand capacity balancing service	
-	Surface operations by RPAS	
-	Surveillance performance monitoring	
-	Traffic alerts for pilots for airport operations	
-	Traffic optimisation on single- and multiple-runway airports	
-	U-space U1 — foundation services	
-	U-space U2 — initial services	
-	UDPP departure	
-	Virtual block control in LVPs	

OBJ Implementation Objectives

Code	Title	Related Elements
AOP01.2	Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual	 STK OI
AOP03	Improve runway safety by preventing runway incursions	 STK OI
AOP04.1	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)	 STK SOL OI EN ICAO
AOP04.2	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)	 STK OI EN ICAO
AOP05	Airport Collaborative Decision Making (A-CDM)	 STK SOL OI PCP ICAO
AOP08	Implement Airport Airside Capacity Planning Method	 STK OI
AOP09	Implement Optimised Dependent Parallel Operations	 STK OI
AOP10	Time-Based Separation	 STK SOL OI PCP ICAO
AOP11	Initial Airport Operations Plan	 STK SOL OI PCP ICAO
AOP12	Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC)	 STK SOL OI EN PCP ICAO
AOP13	Automated Assistance to Controller for Surface Movement Planning and Routing	 STK SOL OI PCP ICAO
AOP14	Remote Tower Services	 STK SOL OI ICAO
AOP15	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers	 STK SOL OI
AOP16	Guidance assistance through airfield ground lighting	 STK SOL OI
AOP17	Provision/integration of departure planning information to NMOC	 STK SOL OI
AOP18	Runway Status Lights (RWSL)	 STK SOL OI
ATC19	Enhanced AMAN-DMAN integration	 STK SOL OI
COM10	Migrate from AFTN to AMHS	 STK EN
COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal	 STK EN
COM12	New Pan-European Network Service (NewPENS)	 STK EN ICAO
ENV01	Continuous Descent Operations (CDO)	 STK SOL OI ICAO
ENV02	Airport Collaborative Environmental Management	 STK OI
ENV03	Continuous Climb Operations (CCO)	 STK OI ICAO
FCM01	Implement enhanced tactical flow management services	 STK OI ICAO
FCM03	Collaborative Flight Planning	 STK OI ICAO
FCM05	Interactive Rolling NOP	 STK SOL OI PCP ICAO
FCM08	Extended Flight Plan	 STK SOL OI PCP ICAO
INF04	Implement integrated briefing	 STK OI
INF07	Electronic Terrain and Obstacle Data (eTOD)	 STK EN

Code	Title	Related Elements
INF08.1	Information Exchanges using the SWIM Yellow T1 Profile	     
INF08.2	Information Exchanges using the SWIM Blue T1 Profile	     
INF09	Digital Integrated Briefing	   
ITY-ACID	Aircraft Identification	  
ITY-ADQ	Ensure Quality of Aeronautical Data and Aeronautical Information	   
ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195	  
ITY-FMTP	Common Flight Message Transfer Protocol (FMTP)	   
ITY-SPI	Surveillance Performance and Interoperability	   
NAV10	RNP Approach Procedures to instrument RWY	     
NAV11	Implement precision approach procedures using GBAS CAT II/III based on GPS L1	