



ATNS ASBU Block 0 Implementation Status

Jean-Mari Rossouw

Specialist Airspace Modeling and Simulation

ATNS

Discussion Points

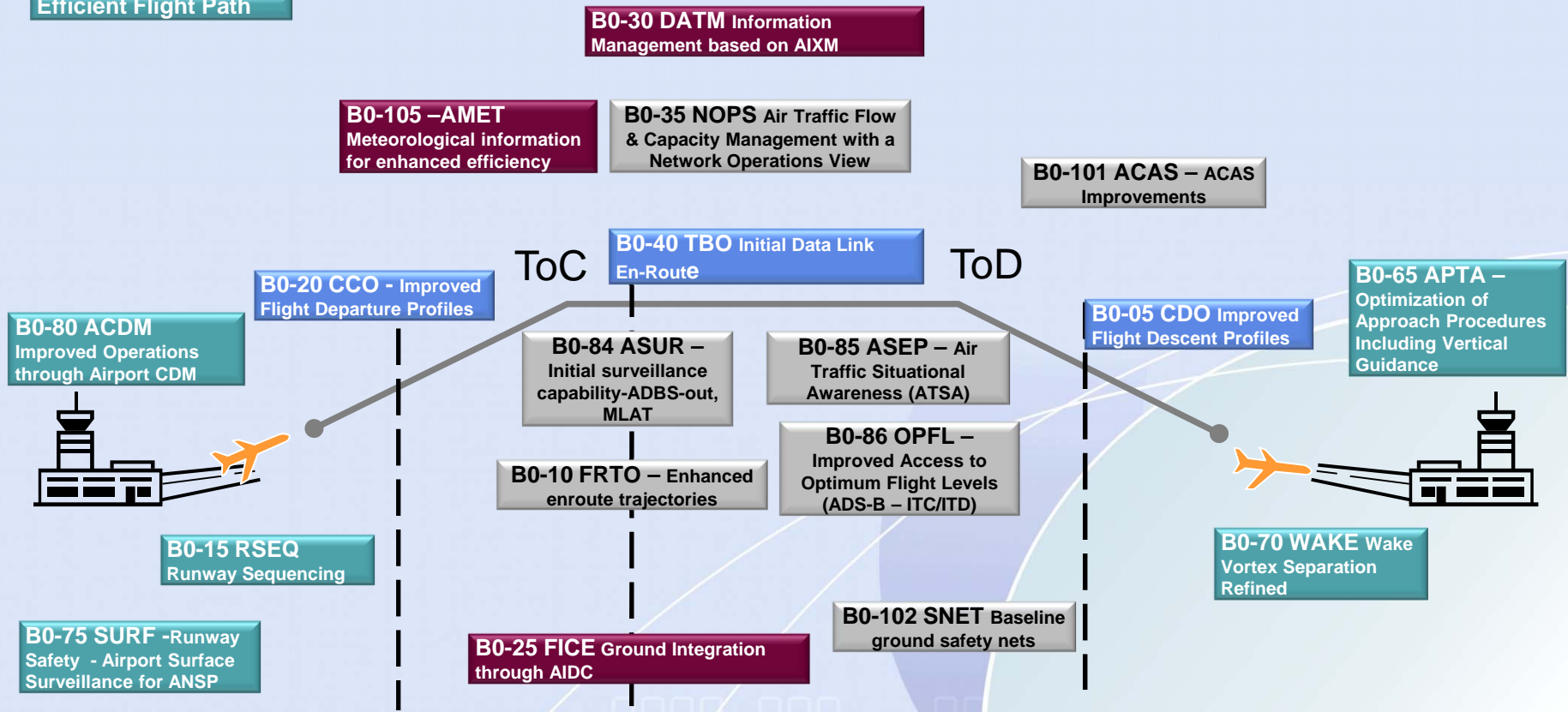
- SA ASBU Implementation plan
- Block 0 in perspective
- B0-ACDM
- B0-FRTO
- B0-NOPS
- B0-ACAS
- B0-ASUR



Block 0 In Perspective

Performance Improvement Areas

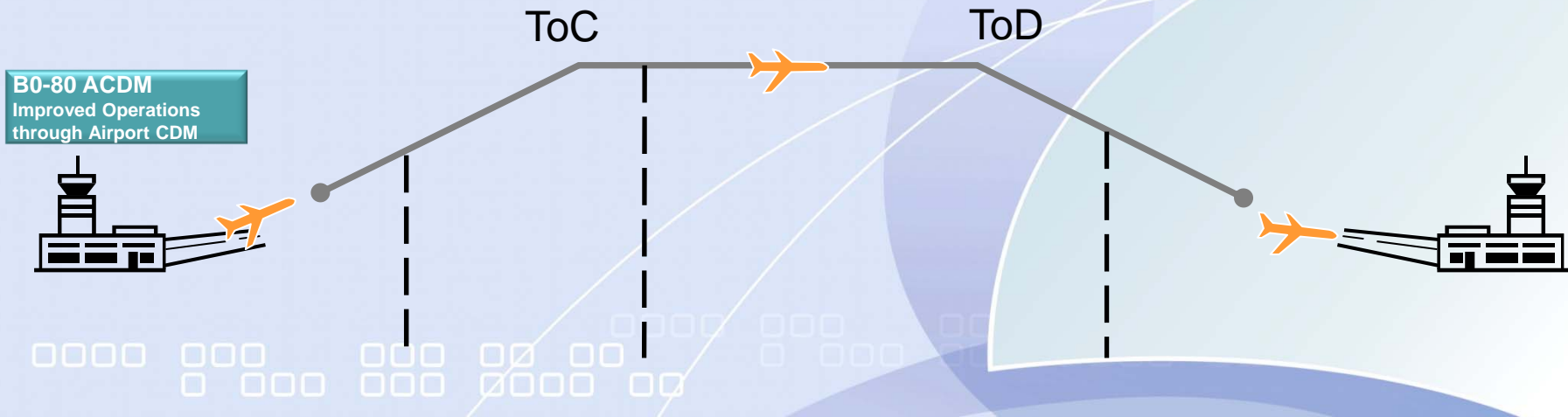
- Airport Operations**
- Globally Interoperable Systems and Data**
- Optimum Capacity and Flexible Flights**
- Efficient Flight Path**



B0-ACDM

Performance Improvement Area: **Efficient Flight Path**

Module Description	ATNS Implementation Elements
Implements collaborative applications that will allow the sharing of surface operations data among the different stakeholders on the airport. This will improve surface traffic management reducing delays on movement and manoeuvring areas and enhance safety, efficiency and situational awareness.	<ol style="list-style-type: none">1) DATIS Replacement (FAOR / FACT / FALE)2) FAOR ACC Relocation3) Airport Surface Movement Indicators4) CAMU Phase 25) ASMGCS operational at FAOR and FACT level 16) VCCS at FAOR, FACT, SSS & ATA upgrades.7) Collaborative applications that allow sharing of surface operations data among the different stakeholders on the airport implemented at FACT, FAOR and FALE



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DATIS Replacement (FAOR, FACT and FALE)

Provision is made for the replacement of DATIS systems at the end of its design life due to obsolescence risks. It is not intended to extend the deployment of DATIS systems to other ATSU's at this point in time due to low aircraft equipage levels.

Note: No interventions are planned within this permission period (2015/2020) for ATIS systems at smaller ATSU's.

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CAMU (Phase 2)

The integration of new systems, updating of the existing interfaces and where necessary providing new interfaces and system components to the CAMU System is required to enhance the strategic and pre-tactical air traffic management to provide a higher level of collaborative decision making between the Central Airspace Management Unit and the Airport and Airline Users. Furthermore additional, and in some cases, new software algorithms are required, to provide a higher level of correlation and accuracy between the allocated airport slots, target take-off times and runway arrival and departure times as required in the tactical phase of operation.

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- MAESTRO AMAN/DEMAN Integration with the CAMU System
- Upgrade of CTOT Calculation Software Algorithms
- Upgrade of the CAMUWEB Interface
- Integration of the current A-SMGCS Systems with the CAMU System
- Statistics and Report Writer Functionality

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Advanced Surface Movement Guidance and Control Systems

Ongoing reviews will be done on the performance of the systems implemented at FAOR and FACT to ensure it is in support of the environmental conditions and in line with best practices, which may require software or hardware interventions.

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Voice Communication Control Switch

Design Philosophy & Performance Criteria:

The VCCS equipment will undergo periodic upgrades to keep pace with air traffic, operational sector growth and developments in air traffic management techniques and technology during the period of this permission plan. VCCS are also deployed at smaller air traffic service units due to the increase in traffic and to ensure adequate safety levels in service delivery. In order to meet training and competency testing requirements being introduced at a regulatory level and to provide a realistic training environment, a VCCS, similar to the system used operationally by ATNS, will be installed at the Aviation Training Academy.

BO-ACDM Challenges

Performance Improvement Area: **Efficient Flight Path**

1. Adoption of Standardized exchange mechanisms for information (AIXM, FIXM, WXXM)
2. Regulations to support implementation

Questions?





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Thank you