

ADQ and SESAR initiative



Mats Wiberg
Koncern Teknik
Fastighetsinformation



Aeronautical Data Quality (EU IR 73/2010)

- Single European Sky
- SESAR (Single European Sky ATM Research) and EASA
- AIS/ATS (AIM/ATM) Data Chain/Airports (ADQ)
- SWIM (System Wide Information Management)
- Swedavia story so far
- Future applications

What is the Single European Sky?

- Launched by the European Commission in 1999, to reform the architecture of European air traffic management (ATM). It puts forward a legislative approach to meet future capacity and safety needs at a European, rather than at local level. Its implementation will increase the overall efficiency of the European air transport system



SESAR / EASA

A Definition phase (2005-2008), in which the air traffic modernisation plan - the [SESAR ATM Master Plan](#) has been developed, establishing the different technological stages, priorities and timetables;

A Development phase (2008-2013) will make it possible to develop the basic technologies which will underpin the new generation of systems;

A Deployment phase (2014-2020 and beyond), which will see the large-scale installation of the new systems and the widespread implementation of the related functions.

- Standards (AIXM 5.1, EAD, ED99, AMDB, WXXM...)
- IR (Implementing Rule)
- MOC (Mean Of Compliance)
- Guidelines (EASA GMC)

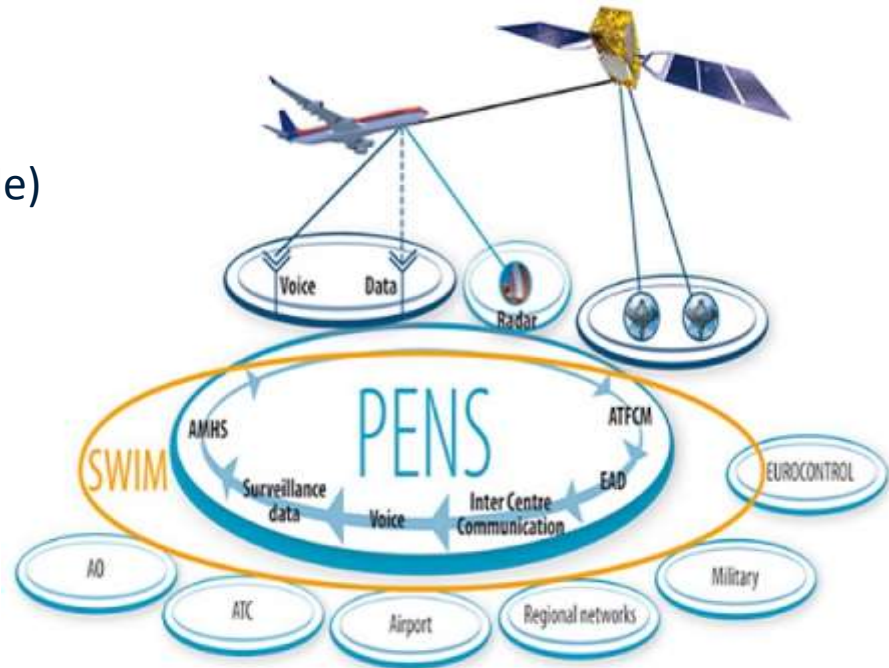
AIS/ATS (AIM/ATM) Data Chain/Airports (ADQ)

- Change from product-centric to data-centric
- AIRAC Cycles
- Data flow / Data chain
 - Data Originator and End Users
 - Error Barriers
 - Storage
 - Lifetime



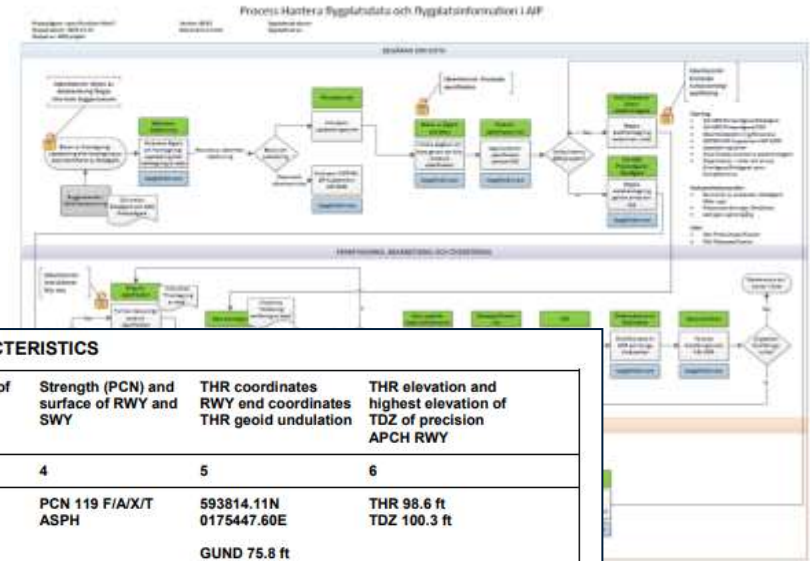
SWIM (System Wide Information Management)

- System to system
- Data Integrity
- Standards
- Pull data, don't push.(AIRAC Cycle)
- Lifetime
- Error Barriers



Swedavia story so far:

- Resurvey (2014-)
 - Critical/Esenstial/Routine
- Tools/System (2015-)
 - Datamodel
 - Collabiration with LFV
 - Data transfer (AIXM)
- Organisation (2015-)
 - Management System (2012-)
 - Training
 - Work Procedures/Instr.
 - EASA-GMC/ADQ (2017/373)



ESSA 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | True BRG and MAG BRG | Dimensions of RWY (m) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APCH RWY |
|---------------------------|-------------------------|--------------------------|---|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01L | 010.37° GEO 005° MAG | 3301 x 45 | PCN 119 F/A/X/T ASPH | 593814.11N 0175447.60E GUND 75.8 ft | THR 98.6 ft TDZ 100.3 ft |
| 19R | 190.38° GEO 185° MAG | 3301 x 45 | PCN 119 F/A/X/T ASPH | 593959.04N 0175525.56E GUND 75.8 ft | THR 118.2 ft TDZ 118.2 ft |
| 01R | 010.40° GEO 005° MAG | 2500 x 45 | PCN 80 F/A/X/T ASPH | 593735.03N 0175702.68E GUND 75.5 ft | THR 135.3 ft TDZ 135.3 ft |
| 19L | 190.40° GEO 185° MAG | 2500 x 45 | PCN 80 F/A/X/T ASPH | 593854.49N 0175731.48E GUND 75.4 ft | THR 96.1 ft TDZ 100.8 ft |
| 08 | 075.86° GEO 071° MAG | 2500 x 45 | PCN 90 F/B/X/T ASPH | 593930.31N 0175610.08E GUND 76 ft | THR 108 ft |
| 26 | 255.89° GEO 251° MAG | 2500 x 45 | PCN 90 F/B/X/T ASPH | 593950.03N 0175844.96E GUND 75.3 ft | THR 124.8 ft TDZ 124.8 ft |

Tack för visat intresse

mats.wiberg@swedavia.se



Mats Wiberg
Koncern Teknik
Fastighetsinformation

