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A different approach to data exchange and communication in the Flight Inspection and the ATC environment

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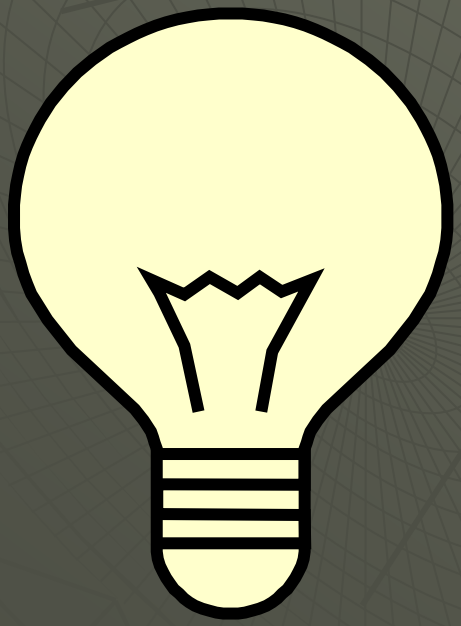
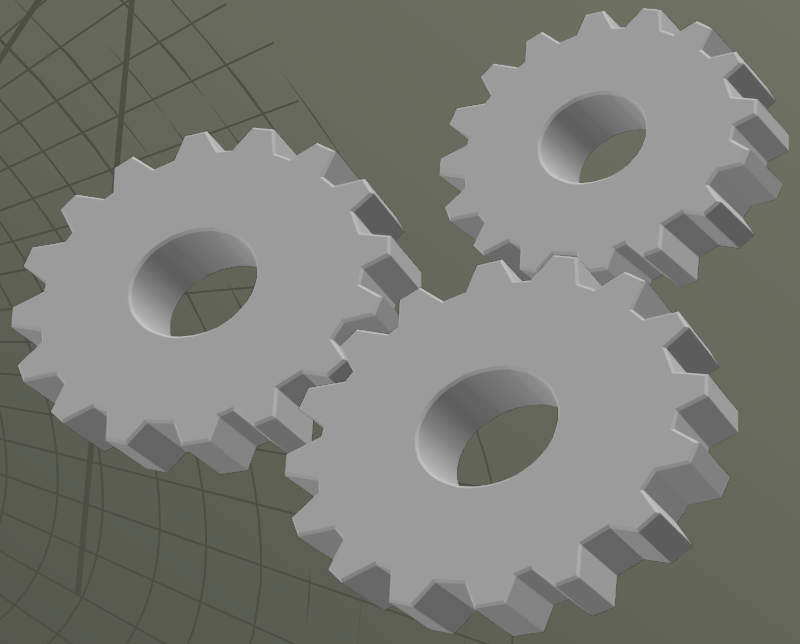
BETTER INTEGRATION

- Nothing revolutionary here, but better integrated, taking advantage of the web and other resources





WHAT WE DO TODAY

- Phone calls, faxes, e-mails… and tons of paper…

PURPOSE

- The purpose of this study is to devise a procedure which uses company intranet and web resources to optimize the flight inspection mission, going full circle up to data storage/retrieval before, during and after the mission

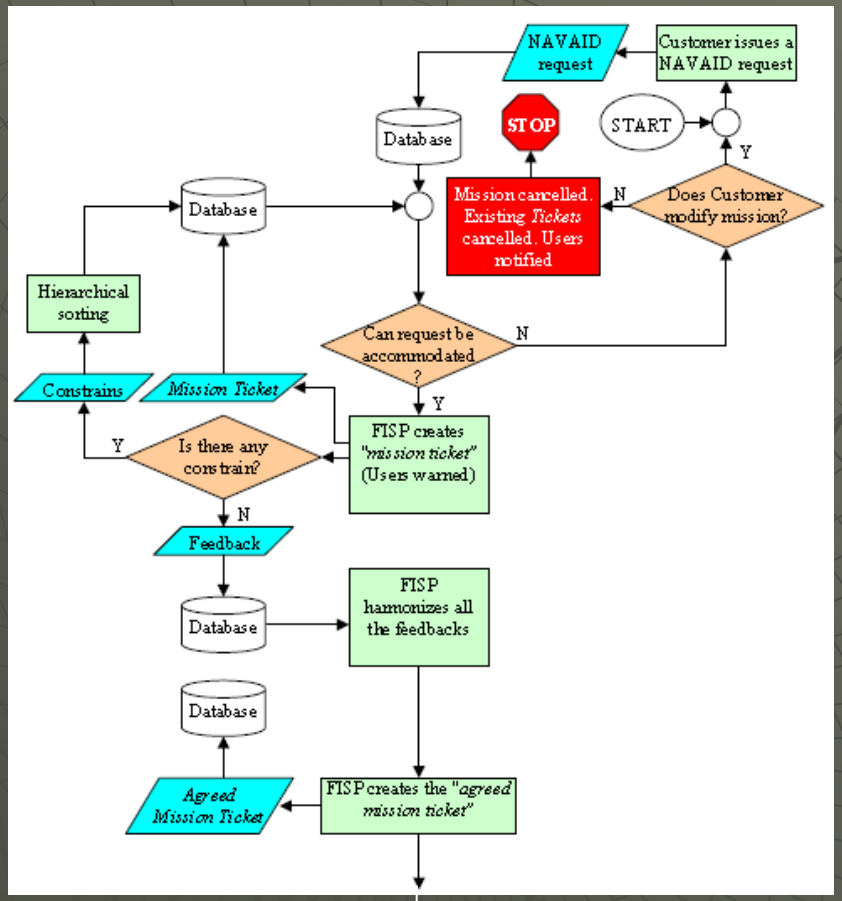
WHO IS INVOLVED?

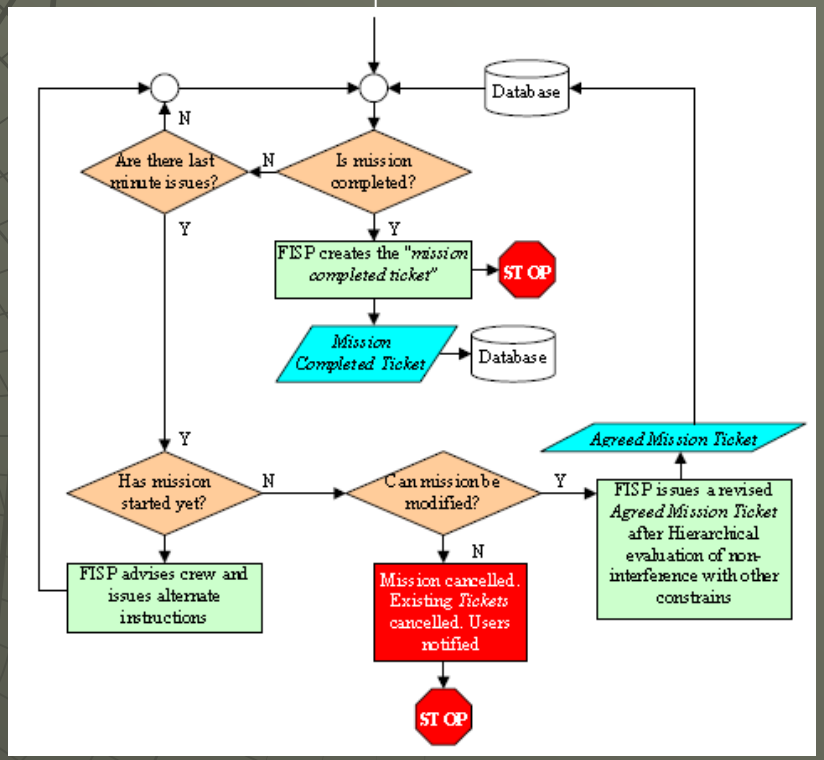
- FISP / CUSTOMER
- GROUND ENGINEERS
- ATC
- CAA
- MILITARY
- AIRPORT AUTHORITY
- HANDLING
- AIRLINES
- OTHERS

HOW IT (SHOULD) WORKS?

- Through distribution of information and data sharing, and availability of such data granted according to a transparency level which is required for every actor to complete the task assigned
- An integrated, available on-line database managed by the FISP is required

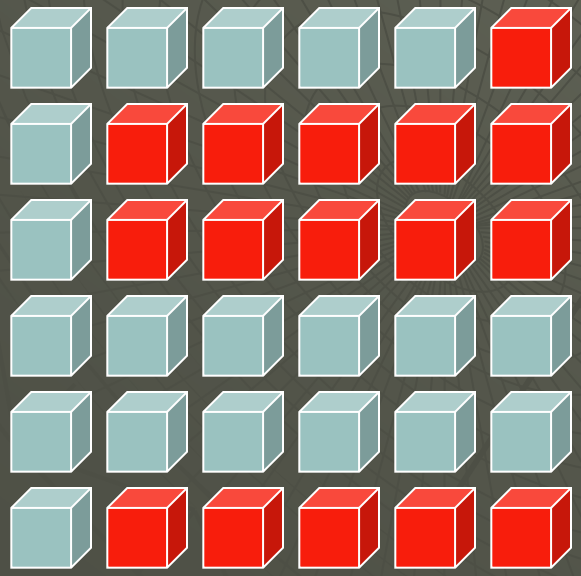
EXAMPLE (Flow chart)





EXAMPLE (ATC point of view)

- Each box contains information related to the mission
- Boxes are open or closed according to the access level enjoyed by the actor
- The concept is that you have access to what you need to know
- The matrix shown here is just a conceptual example



OPS (date-time-flight plan)

TECH (NAVAID data)

SVC (services: fuel - parking - handling...)

ARS (airspace involved)

FLTPR (flight profiles)

REP (reporting: previous - provisional - final)

BUT WHAT HAPPENS IF…

- … you are in a hurry? (post-accident check, failure of equipment at major airport, etc): a mission ticket should be sent anyway because this enable the necessary transparency for the involved actors, but there is no time for the iterative loop due to the urgency. The reason for this "rush" should be evident from the formulation of the mission ticket and in these specific cases cooperation is expected from the ATC, CAA and Airport Authorities.
- … there are special requirements…. well… you still have your phone! Use it!!!

CONCLUSIONS

- The main advantage is that everything is managed from a central unit (FISP) which grant access according to what the participants need to know. All the data (including commissioning and routine checks) are available for any given NAVAID to the interested actors. ATC can easily access a database of flight profiles used during the mission by the flight inspection aircraft (with a little effort these profiles could be superimposed to radar screens – eventually actual profiles soon to be flown can be data-linked to the ground), CAA can monitor at any time the status of the NAVAIDs and Ground Engineers can retrieve all the data concerning the NAVAIDs under their responsibility in a matter of seconds. After the mission the flight inspection files can be uploaded as well as the final status report. The procedure is fully traceable and fulfils the requirement to be and approved quality procedure.
- The customer (NAVAID owner) is always aware of the situation.
- This should provide a more efficient service and better data handling, save few trees (less paper docs) and few tons of fuel a year with a better usage of the flight inspection fleet.

QUESTIONS?

Thank you!