

Dossier de Noticias Internacionales

Getting the time right

Publicado: <http://www.eurocontrol.int/articles/getting-time-right>

24/08/2012. Too tight a schedule makes for late incoming flights. Too loose a schedule is a waste of precious resources. Flights leaving on time but coming in late cause reactionary delay. Getting the timing right is essential - and luckily, we have some tools to help airlines do just that!

Inquiry details confusion behind 777 airprox with C-17s

Publicado: <http://www.flightglobal.com/news/articles/inquiry-details-confusion-behind-777-airprox-with-c-17s-375717/>

23/08/2012. US investigators have detailed the confused co-ordination between air traffic controllers that led to a close encounter between an American Airlines Boeing 777 and a pair of US Air Force Boeing C-17s off the New York coast.

Hackers, FAA Disagree Over ADS-B Vulnerability

Publicado: <http://www.ainonline.com/aviation-news/ainalerts/2012-08-21/hackers-faa-disagree-over-ads-b-vulnerability>

21/08/2012. The ADS-B system that is the cornerstone of the FAA's NextGen ATC modernization plan is at risk of serious security breaches, according to Brad Haines (aka RenderMan), a hacker and network security consultant who is worried about ADS-B vulnerabilities.

Thickened de/anti-icing fluid residues

Publicado: [http://eurocontrol.us1.list-](http://eurocontrol.us1.list-manage.com/track/click?u=0fa4593636877e9fd022bcdc1&id=3e12e243f0&e=6ee99c4731)

[manage.com/track/click?u=0fa4593636877e9fd022bcdc1&id=3e12e243f0&e=6ee99c4731](http://eurocontrol.us1.list-manage.com/track/click?u=0fa4593636877e9fd022bcdc1&id=3e12e243f0&e=6ee99c4731)

20/08/2012. On 11 January 2010, the pilot of an ATP experienced restricted elevator movement on the take-off roll and aborted take-off. The aircraft had undergone a two step process including application of thickened ant-icing fluids...

Dossier de Noticias Internacionales

Whatever the weather ...

Publicado: <http://www.eurocontrol.int/articles/rotten-summer-keep-you-busy-dealing-weather-issues>

20/08/2012. A recent trial proved that significant performance gains can be made by properly planning responses to severe weather. Proper planning is infinitely better than unstructured reaction which could compromise ATC units' capacity and safety margins.

UK CAA details Olympic operations

Publicado: <http://www.airtrafficmanagement.net/2012/08/uk-cao-detail-olympic-operations/>

20/08/2012. Thirteen infringements of restricted Olympic airspace were reported to the UK Civil Aviation Authority (CAA), resulting in three pilots having their licences provisionally suspended and one flying instructor having his instructor's rating provisionally suspended.

Two Virgin jets 'sent emergency calls' over Stansted Airport on the same day

Publicado: <http://www.dailymail.co.uk/news/article-2190461/Two-Virgin-jets-sent-emergency-calls-Stansted-Airport-day.html?ito=feeds-newsxml>

20/08/2012. Two Virgin Atlantic passenger jets issued emergency alerts on the same day this year because they were running out of fuel. Air traffic controllers dealt with a total of four low-fuel emergencies at Stansted Airport, Essex, that day - including a 'mayday' call.

Lufthansa, Fraport sue union over February strikes

Publicado: <http://www.chicagotribune.com/business/sns-rt-us-germany-strike-airlinesbre87i040-20120819,0,3796348.story>

20/08/2012. The strikes by apron staff, who guide planes in and out of parking positions at the airport, resulted in the cancellation of around 1,800 flights, costing Lufthansa tens of millions of euros in lost revenue and leading Fraport to cut its guidance for passenger number growth.

Dossier de Noticias Internacionales

Growth for NextGen Alliance

Publicado: <http://www.airtrafficmanagement.net/2012/08/growth-for-nextgen-alliance/20/082012>. The ranks of a US organisation formed to press forward the implementation of NextGen and avoid gridlock in the sky have grown to number more than 1,000 members.

Staff issues

Publicado: <http://www.eurocontrol.int/articles/understanding-crew-and-atc-staffing-issues> 17/08/2012. When traffic is diverted because an airport is closed or because of capacity constraints, airlines can face severe crewing difficulties. Industrial action can also have a heavy impact, too. Read how the Network Manager tries to help with these staff issues.

Consultation on two SESAR Wp15.04.01 deliverables

Publicado: <http://www.eurocontrol.int/news/consultation-two-sesar-wp150401-deliverables>
SESAR project Wp15.04.01 has launched two consultations addressing the surveillance infrastructure rationalisation. The team that has worked on this project (consisting of representatives from the SESAR Joint Undertaking, Thales Air Systems SA, DFS Deutsche Flugsicherung GmbH and EUROCONTROL) would be grateful to receive comments from as wide an audience as possible and a draft of the final two deliverables is therefore being made available for consultation.

Putting airports in the loop

Publicado: <http://www.eurocontrol.int/news/putting-airports-loop>
09/08/2012. Airports generated some 37% of total ATFM delays in 2011. Integrating airports into the network can help reduce this delay. At the end of July this year, Greek airports recorded a 75% reduction in arrival delays: they did this by matching airport slots and flight plan data.

Dossier de Noticias Internacionales

STAPES: Europe working together on aircraft noise modelling

Publicado: <http://www.eurocontrol.int/news/stapes-europe-working-together-aircraft-noise-modelling>

06/08/2012. The European Commission, EASA and Eurocontrol are now working on progressively expanding the STAPES airport database to cover at least 90% of the EU population exposed to significant levels of aircraft noise.

Dealing with delay

Publicado: <http://www.eurocontrol.int/news/dealing-delay>

06/08/2012. Daily delay targets for each ACC area are set during the strategic and pre-tactical phases. The objective is to produce operational daily delay performance targets for a number of critical areas with the overarching aim of achieving the network performance targets. A methodology has been developed using a five year history + four week trend to identify - every day of the year - the 'high risk' delay areas (both en-route and airport).