



**ATM2011
CALL FOR PAPERS
Ninth USA/EUROPE Air Traffic Management Research & Development
Seminar
June 13-16, 2011, Berlin, Germany**



In a continuous effort to further the science on ATM that is necessary to lead to a harmonized global Air Traffic Management (ATM) system, the United States Federal Aviation Administration and the EUROCONTROL Organization are jointly organizing the Ninth USA/Europe Seminar on ATM R&D. This event will take place from June 13 to 16, 2011. It is a continuation of seminars held since 1997 in both Europe and the USA.

Both in Europe and the USA considerable efforts under the Single European Sky ATM Research (SESAR) and Next Generation Air Transportation System (NextGen) initiatives respectively are ongoing to define and develop the next generation of ATM systems for the 15 to 25 year timeframe. The Ninth USA/Europe ATM R&D Seminar includes in addition to near term research, emphasis on longer-term ATM operational aspects. Papers presenting results from innovative research as well as investigative R&D should thus focus on operational improvements for the next generation ATM system and for envisioned interim steps in addition to more near term changes to today's systems.

With these seminars we hope to create and reinforce working and personal relationships between leading experts and researchers in the ATM R&D community, share available results and build and maintain consensus on major issues.

The Program Committee welcomes papers that present new concepts, analyses and methodologies addressing the following themes in air traffic operations. We are also soliciting papers that describe innovative concepts and emerging technologies, typically ones for which mature evaluation/analysis results are not yet available.

- Network and Strategic Traffic Flow Optimization
- Air Ground Automation Integrated Concepts
- Trajectory and Queue Management
- Separation
- Enhanced Surveillance and Navigation Applications and Procedures
- Dynamic Airspace and Capacity Management
- Integrated Airport/Airside Operations
- Finance and Policy
- ATM Performance Measurement and Management
- Safety
- Concepts for Security in ATM
- Environment and energy efficiency opportunities/benefits from ATM and operations
- Weather in ATM
- Human Factors
- Deployment Experience

Theme Descriptions.

The following theme descriptions provide example sub-topics that authors should take into consideration:

- **Network and Strategic Traffic Flow Optimization**

This theme deals with concepts for strategic Flow Management and Optimization. From a carrier perspective it includes management and optimization of carrier network and block times. From the service provider perspective it includes layered planning, integration, and optimization of traffic management initiatives. This theme also includes concepts of collaborative decision making (CDM) for collaboratively solving congestion in both airspace and airports. Examples are collaborative flight planning, collaborative implementation of strategies to balance demand to reduced capacity during severe weather, integrated modeling of and execution of airport and airspace programs, Pre-day of and day of operation departure schedule management for balancing with scheduled capacity, etc.. Future concepts for traffic flow management are also part of this theme. Examples include: dynamic utilization of military or restricted airspace and future role of schedulers, dispatchers, traffic managers and controllers and other operators engaged in flow management.

- **Air Ground Automation Integrated Concepts**

Advanced concepts for ATM that utilize both ground and aircraft-based capabilities to enhance capacity and maintain safety. Topics may include: roles and responsibilities for pilots and controllers, such as delegation of separation responsibility; ground-air integrated decision support tools; modes of operations corresponding to different "qualities of service" related to airspace user needs, level of equipment and traffic density; management of airspace needed for unmanned aircraft systems (UASs); common situational awareness and information management; highly structured airspace operations (high density corridors, expressways); certification of tightly

coupled ground-air automation capabilities; safety assessments and management of disruptive conditions and contingencies as well as analysis of trade-off configurations (e.g., benefits) of ground and aircraft-based capabilities.

- **Trajectory and Queue Management**

NextGen and SESAR focus on the shift of control by tactical clearance to management by reference business trajectory. This includes: trajectory planning and optimization; contract negotiation and updates; traffic synchronization to organize traffic sequences and reduce traffic density; airborne separation assurance systems and their role in executing trajectories. This also includes the queue management functions such as arrival manager, departure manager, surface manager, and other ATM decision support tools as well as their integration. A third general area is the integration of advanced procedures into trajectory management. Finally, research addressing the role of the controller and methods for dealing with failure situations as the shift toward trajectory-based operations occurs is of interest. Analyses of specific procedures that exploit enhanced surveillance and navigation capabilities to reduce environmental impacts or increase operational efficiency also fall under this theme.

- **Separation**

NextGen and SESAR ensure safety through use of technology and procedures while satisfying necessary separation constraints so as to optimize capacity. This includes: tactical separation management functions and airborne separation assurance systems, safety alerting for collision avoidance relative to algorithm accuracy and advisories, methods and models to assess separation requirements in different operational environments, and methods and models to validate both reduced separation minima as part of wake turbulence management and roles and responsibilities of pilots, controllers and automation systems; management of airspace needed for unmanned aircraft systems (UASs) Other topics include runway incursion alerting systems and modeling with the pilot or controller in-the-loop, and ground automation control functionality.

- **Enhanced Surveillance and Navigation Applications and Procedures**

This theme includes concepts for utilization of advanced surveillance, navigation, and procedures to increase throughput in en route and terminal airspace. Topics may include: utilization of ADS-B surveillance information and Cockpit Display of Traffic Information (CDTI) for flight following, merging and sequencing; application of advanced surveillance and navigation to reduce separation; support to high-density terminal operations, including multi-airport configurations; disruptive conditions and contingencies; mixed equipage operations; requirements, concepts and technologies for high precision, all area, cost effective and secure cooperative and non cooperative surveillance and broad area precision navigation; implications of enhanced surveillance and navigation capabilities for trajectory based operation and 4D conformance monitoring requirements.

- **Dynamic Airspace and Capacity Management**

NextGen and SESAR include the concept of managing airspace capacity to meet demand. Based on the expected flows (aggregated shared business/mission trajectories) the airspace and related assets are managed in an effort to accommodate the demand. Topics include procedures and support tools for dynamic management of airspace according to the needs of varying traffic densities, weather and military activities; dynamic optimization of highly organized structures (highways, corridors, structure routes/procedures); human factors considerations (for example, situation awareness) on the impact of dynamic structures (for example how often can the structure be changed, what is the lead time for the change, how much it can be changed).

- **Integrated Airport/Airside Operations**

This area encompasses Airport Surface Operations. Topics include Surface surveillance, movement, guidance, and flow optimization. Arrival Flow Management, Departure Flow Management and their integration into optimized Arrival/Departure Capacity Management. Surface flow optimization and monitoring to prevent gridlocks. Ramp/Apron management and surface data collaboration. Continuous and Out of Gate to Off Runway On Runway to In Gate (OOOI) operations. Taxi-in/out delay monitoring. Delay prevention/alarms beyond preset delay thresholds. Dynamic pre-Departure Clearance. Virtual Control Tower Operations. Airport collaborative Decision Making. Human factors in airport operations.

- **Finance and Policy**

Successful transition to SESAR and NextGen will depend heavily on appropriate financing and policies in a broad range of areas. Topics include: types of business cases that will be used by Air Navigation Service Providers (ANSPs) and other stakeholders to make implementation decisions; appropriate measures to represent the value of air transportation; who pays how much for services; ways of accelerating equipage; allocation of scarce airport and airspace resources; mechanisms for allocating scarce resources; deciding who will get access to data in a net-centric system-wide information management environment; appropriate roles of government, ANSPs, and industry; trade-offs between environmental, efficiency, and equity goals, assessment of and experience with alternative financing; other policy issues.

- **ATM Performance Measurement and Management**

Topics of interest include forecasting, measuring, monitoring, controlling and optimizing different dimensions of air transportation system performance, including safety, efficiency, punctuality, cost effectiveness and environmental impacts of air transportation; quantification of performance objectives; assessing how well proposed systems will meet objectives; assessing achievement of objectives after system implementation; assessment and mitigation of uncertainties; and experience with models and simulations for ATM system performance measurement and management.

- **Maintaining high commercial aviation safety records under large ATM changes**

From a systemic complexity perspective towards ATM, the current high safety records in aviation are a remarkable accomplishment. The challenge for NEXTGEN and SESAR is to develop large changes in future ATM without jeopardizing these high safety records. For this track, research papers are solicited that provide novel insight into what the future safety challenges are and how these safety challenges should be addressed. This may vary from research papers which provide novel insight into why current commercial aviation is so safe to research papers which propose novel ways towards safety of future ATM operations. Of special interest are studies on emergent behaviours, both those that work for the benefit of safety as well as those that may create potential threats. As pilots and controllers will continue to play a key role in ATM, papers improving the understanding of the contributions of human performance to emergent behaviours and their impact on current and future safety are highly appreciated.

- **Concepts for Security in ATM**

The theme covers the integration of security concepts and requirements with ATM operations to ensure safe, efficient, and secure flow of traffic. Topics may include: advanced concepts for identifying and dealing with potentially hostile aircraft; effective management of special use airspace; management of airspace needed for unmanned aircraft systems (UAS's); roles and responsibilities of ANSP, security and defense personnel in dealing with security situations; integrated information needs and common situational awareness, such as surveillance; use of airport security information (e.g. passenger security delays) in ATM decisions (e.g. departure planning); concepts for providing new capabilities and procedures for moving passengers and cargo through airports securely and efficiently.

- **Environment and energy efficiency opportunities/benefits from ATM and operations**

Aviation's environmental impacts and energy efficiency must be addressed in order to enable increased mobility. Both the NextGen and SESAR concepts seek to enhance energy efficiency and reduce environmental impacts for the next generation ATM system. Rising fuel costs are providing new drivers toward efficiency and creating new opportunities for the use of sustainable alternative fuels. Papers being submitted on this topic can cover a range of issues including integrated modeling, assessment and measurement of aviation's environmental impacts and energy efficiency; approaches to optimize the ATM system from an environmental and energy efficiency perspective; clean and quiet operational procedures; approaches to optimize both environmental and system performance (e.g. single engine taxiing); analyses of interdependencies between environment and other parameters (e.g., capacity and safety considerations such as separation); analyses of impacts of new aircraft and alternative fuels on the environmental performance of ATM.; and results from demonstrations such as the Atlantic Interoperability Initiative to Reduce Emissions (AIRE) and the Asia and Pacific Initiative to Reduce Emissions (ASPIRE). Analyses which are primarily focused on efficiency and mobility (inclusive of capacity) but have environmental benefit should be submitted in the category with the primary focus to assure best consideration.

- **Weather in ATM**

This theme includes the integration of weather information into ATM decision making to mitigate the impact of weather on operations. Topics may include: direct integration weather information into advanced tactical and strategic decision support tools; operational and performance requirements for weather information to support envisioned future operations; common situational awareness for service providers, pilots and flight operations; cockpit-based weather information capabilities to ensure safety; quantification of the impacts of weather on ATM operations (e.g. how many delays are avoidable); roles of pilots and controllers related to 'separation from weather' given envisioned advanced capabilities; UASs as both providers of weather observations and users with unique weather needs; translation of weather phenomena into ATM impacts (e.g. what airspace is available); system implications for weather information sharing, including application of net-centric technology.

- **Human Factors**

Both the NextGen and SESAR concepts rely on new cross-cutting paradigms with changes in delegation of responsibility between pilots and controllers and also dynamically allocating functions between human operators and automation. Human factors issues include human-system integration, roles of automation making ATM decisions vs. human decisions, assessments spanning the system life cycle such as methods in error/incident analysis, and change management and organizational factors within ATM. Papers addressing decision support concepts, applications, procedures, human-centered tools and information management should be submitted in the category with the primary focus to assure best consideration.

- **Deployment Experience**

This theme focuses on the experience, best practice and development required to deploy successfully ATM research into operations. Included in the scope of this theme is the technical transition between R&D and implementation, validation techniques during implementation, additional development work beyond the R&D phase and performance metrics used to assess the impact of advanced technology and concepts. Papers are encouraged from the R&D rather than a 'program' perspective, with papers from both projects that have not been successfully deployed as well as those now established in operations (or in progress towards operational deployment) being eligible. It is expected that papers submitted to this theme will be able to demonstrate the maturity of the underlying R&D that was established before entering into the implementation phase, and it is encouraged that papers provide metrics and data to support the impact and benefits assessment of the concept / tools.

Please visit the seminar Web site (below) for further information concerning submission of papers, format details and evaluation criteria.

The Program Committee is encouraging graduate students to respond to this call for papers by reducing the seminar registration fee for students whose papers are accepted.

Papers presenting significant new results that build upon prior efforts presented at previous USA/Europe ATM R&D seminars are encouraged. Authors should review papers and proceedings from previous seminars published on the ATM seminar Web site (www.atmseminar.org). Papers previously presented at other conferences or like fora will not be accepted.

Joint papers resulting from collaboration between organizations are encouraged. Preferential consideration will be given to joint USA/European papers.

Papers must be submitted no later than January 24, 2011!!!

Please note also that **no deadline extension** will be granted!

Authors will be notified of acceptance or rejection of their paper by **March 28, 2011**.

Authors presenting accepted papers are expected to attend the entire seminar. This is critical to achieving the seminar's goal of creating and reinforcing working and personal relationships between leading experts and researchers in the ATM R&D community. During the final plenary session it is especially important that a representative for each paper be present.

A selection of the seminar papers will be published in a special issue of ATC Quarterly.

All information on this seminar will be continuously updated and can be accessed along with proceedings from previous seminars on the seminar website, where all (selected) papers will be published:

<http://www.atmseminarus.org>

*****NOTE: The ATM 2011 website has been re-launched and the URL has changed.***

Program Co-Chairs:

Vu Duong, EUROCONTROL Experimental Centre (vu.duong@eurocontrol.int)

Sabrina Saunders-Hodge, Federal Aviation Administration (sabrina.saunders-hodge@faa.gov)