PEGASE Organisation

**PEGASE Consortium**

**Challenges**

- Downlink the intended Aircraft route (EPP) through ADS-C datalink application (ATN VDL mode2).
- Provide EPP data to several end users for their own evaluation and experimental needs so as to enhance their ground trajectories with real time aircraft intent.
- Be as close as possible to a real ATM environment for realistic analysis and conclusions.
- Provide an assessment of the EPP performance (accuracy, reliability) versus the real flown route and the ground based predictions for that flight.
- Provide EPP operational usage recommendations.
- Pave the way of next VLD stage and i4D deployment.

**Solutions**

**Flight Plan Prediction Up to 128 waypoints**

- PEGASE contracts:
  - One periodic every 120 mn
  - One on event

**Validation results**

- Data collection:
  - EPP recorded versus time = 76%
  - Currently 35 flights performed Vs 50 targeted

**Benefits**

- Extended Arrival Management with overlapping arrival management (AMAN) operations and interaction with Demand and Capacity Balancing (DCL) and Control Time of Arrival (CTA)
- Dynamic and Enhanced Routes and Airspace
- Improved Performance in the Provision of Separation
- Advanced Separation Management
- Integration of trajectory management processes in planning and execution.

**Solutions**

- *Performance Based Trajectory Prediction* supporting:
  - Extended Arrival Management with overlapping arrival management (AMAN) operations and interaction with Demand and Capacity Balancing (DCL) and Control Time of Arrival (CTA)
  - Dynamic and Enhanced Routes and Airspace
  - Improved Performance in the Provision of Separation
  - Advanced Separation Management
  - Integration of trajectory management processes in planning and execution.

**Participating members**

- Airbus
- Eurocontrol
- NATS
- Thales
- Skyguide
- INDRA (newcomer) Under Eurocontrol

**Environment**

- Cost-efficiency
- Flight time variability

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