

SESAAR		Active							ECAC+		
ATC02.9		Short Term Conflict Alert (STCA) for TMAs									
REG	ASP	MIL	APO	USE	INT	IND	NM	MET	AIS	USP	

Subject matter and scope

STCA (Short Term Conflict Alert) is a ground system designed and deployed to act as safety net against the risk of having collisions between aircraft during airborne phases of flight. STCA can be used in both en-route and TMA surveillance environments.

The difficulty of STCA development lies in the need to avoid having a high nuisance alert rate, while still making sure that real conflicts always trigger an appropriate and timely warning. Specific tuning is necessary for STCA to be effective in the TMA, in order to account for lower separation minima, as well as increased frequency of turns, climbs and descents.

It is therefore recognised that STCA may not be operationally usable in some dense TMA operations, because the nuisance alert rate generated by a linear STCA algorithm is evaluated to be too high.

The aim of this Objective twofold:

? To address the implementation of STCA functionality in TMAs

? For the TMA where, due to their complexity, the linear STCA algorithms are not fit for purpose, to address the improvement of the STCA functionality. This could be achieved by using multi-hypothesis algorithms, or other technical solutions ensuring earlier warning and lower nuisance alert rates related to steady and manoeuvring aircraft, in comparison to linear STCA algorithms.

NOTE 1: the scope of this Objective is limited to the deployment of the STCA functionality in TMAs. The (former) objective ATC02.2 which was addressing both en-route and TMA environments had its scope reduced to en-route allowing to consider it as achieved.

NOTE 2: SLoA ATC2.9-ASP02 does not have an associated FOC date and should be considered for specific local needs (refer to the description of SLoA below).

NOTE 3: : In certain more complex environments specific tuning is necessary for STCA to be effective especially in the terminal airspace in order to account for lower separation minima, as well as increased frequency of turns, climbs and descents. In these situations, the STCA may need to be improved with e.g. the use of multi-hypothesis algorithms, aiming to reduce the number of false and nuisance alerts compared to existing technologies, while maintaining the detection of genuine alerts (SLoA STCA02.9-ASP02). The improved STCA algorithms lead to more precise warnings and fewer false and nuisance alerts when compared against existing STCA technology.

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLoAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLoAs which identify actions EXCLUSIVE to military authorities.

Applicability Area(s) & Timescale(s)

Applicability Area (Note: TMAs, according to local business needs)	All ECAC States except: Bosnia and Herzegovina, Maastricht UAC. Plus: Israel, Morocco		
Timescales:	From:	By:	Applicable to:
Initial operational capability	01/01/2018		Applicability Area
Full operational capability		31/12/2020	Applicability Area

References

European ATM Master Plan

Ol step -	[CM-0801]-Ground Based Safety Nets (TMA, En-Route)									
Enablers -	CTE-S01	CTE-S01a	ER APP ATC 133 ATC02.8	PRO-059	PRO-219					
Ol step -	[CM-0811]-Enhanced STCA for TMA specific operations									
Enablers -	APP ATC 136									

Legend:	WXYZ-001	Covered by SLoA(s) in this objective	WXYZ-002 zzz	Covered by SLoA(s) in another objective Objective covering the enabler	WXYZ-003	Not covered in the Implementation Plan
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Applicable legislation

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-none-

Essential Operational Changes

- none -

SESAR Solution

#60 - Enhanced Short Term Conflict Alert (STCA) for Terminal Manoeuvring Areas (TMAs)

ICAO GANP - ASBUs

B0-SNET	Ground based safety nets
B1-SNET	Ground-based Safety Nets on Approach

Deployment Programme

- none -

European Plan for Aviation Safety

MST.030	Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and TMA
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Operating Environments

Terminal Airspace

Stakeholder Lines of Action (SLoAs)

SLoA ref.	Title	From	By
ATC02.9-ASP01	Implement the STCA function in TMA	01/01/2018	31/12/2020
ATC02.9-ASP02	Improve the STCA functionality		
ATC02.9-ASP03	Develop and implement ATC procedures related to the use of STCA in TMA	01/01/2018	31/12/2020
ATC02.9-ASP04	Align ATCO training with the use of STCA in TMA	01/01/2018	31/12/2020
ATC02.9-ASP05	Develop a local safety assessment	01/01/2018	31/12/2020

Description of finalised and deleted SLoAs is available on the eATM Portal @ https://www.eatmportal.eu/working/depl/essip_objectives

Expected Performance Benefits

Safety:	Identification of conflicts between flights in TMAs. STCA based multi-hypothesis algorithm will provide an improved STCA (improved rate of genuine alert while maintaining the rate of nuisance alerts at an operationally acceptable level), thereby enhancing safety in TMAs. For TMAs with high trajectory uncertainty where operation of a single-hypothesis STCA would currently unacceptable due to its low performance, the introduction of multi-hypothesis algorithms will make it possible to implement STCA.
Capacity:	-
Operational Efficiency:	-
Cost Efficiency:	-
Environment:	-
Security:	-

Detailed SLoA Descriptions

ATC02.9-ASP01	Implement the STCA function in TMA	From: 01/01/2018	By: 31/12/2020
Action by:	ANS Providers		
Description & purpose:	Put into service the STCA functionality to provide automated alerting of conflicts to approach controller workstations whilst avoiding false alerts (adapted for the specific TMA operating modes, flight characteristics and separation). Note :NOTE: The identification of the TMAs for which this SLoA is applicable is a local decision of the national stakeholders.		
Supporting material(s):	EUROCONTROL - SPEC-108 - EUROCONTROL Specification for Short Term Conflict Alert - 1.0 / 11/2007 Url : https://www.eurocontrol.int/sites/default/files/2019-08/20071122-stca-spe-v1.0_0.pdf EUROCONTROL - Safety Nets - A guide for ensuring effectiveness - August 2017 Url : https://www.eurocontrol.int/sites/default/files/publication/files/safety-nets-guide-august-2017.pdf		

ATC02.9	Short Term Conflict Alert (STCA) for TMAs		
ATM Master Plan relationship:	[APP ATC 136]-Adapt STCA for Operation in TMA [CTE-S01a]-SSR Mode A/C/S		
Finalisation criteria:	1 - Ground systems have been installed or upgraded to support the STCA function customised for use in TMA. 2 - STCA function is ready for operational use in specific TMAs.		
ATC02.9-ASP02	Improve the STCA functionality	From: -	By: -
Action by:	ANS Providers		
Description & purpose:	Put into service or improve the STCA functionality with the use of e.g. multi-hypothesis algorithms or other technical solutions, where required.		
	<p>Note :Note 1: The improved STCA for TMA operation shall be considered to be deployed by the High Complexity ATS units that provide the services within TMA boundaries where the linear STCA algorithm addressed by SLoA ATC02.9-ASP01 is deemed not sufficient.</p> <p>Note 2: The objective FOC does not apply to this SLoA. ASP02 is optional SLoA, it should be considered for specific local needs.</p> <p>Note 3: The status of this SLoA should not impact the objective status at the state level, and potential LSSIP DB warning should be ignored by CP in this context.</p>		
Supporting material(s):	EUROCONTROL - SPEC-108 - EUROCONTROL Specification for Short Term Conflict Alert - 1.0 / 11/2007 Url : https://www.eurocontrol.int/sites/default/files/2019-08/20071122-stca-spe-v1.0_0.pdf EUROCONTROL - Safety Nets - A guide for ensuring effectiveness - August 2017 Url : https://www.eurocontrol.int/sites/default/files/publication/files/safety-nets-guide-august-2017.pdf SJU - SESAR Solution 60: Data Pack for enhanced STCA for TMA Url : https://www.sesarju.eu/sesar-solutions/enhanced-short-term-conflict-alert-stca-terminal-manoeuving-area-tma-specific		
ATM Master Plan relationship:			
Finalisation criteria:	1 - Ground systems have been installed or upgraded to support the enhanced STCA function. 2 - Improved STCA function is ready for operational use in specific TMAs.		
ATC02.9-ASP03	Develop and implement ATC procedures related to the use of STCA in TMA	From: 01/01/2018	By: 31/12/2020
Action by:	ANS Providers		
Description & purpose:	The local procedures should address the operational use of the STCA functionality in the TMAs.		
Supporting material(s):	EUROCONTROL - SPEC-108 - EUROCONTROL Specification for Short Term Conflict Alert - 1.0 / 11/2007 Url : https://www.eurocontrol.int/sites/default/files/2019-08/20071122-stca-spe-v1.0_0.pdf SJU - SESAR Solution 60: Data Pack for enhanced STCA for TMA Url : https://www.sesarju.eu/sesar-solutions/enhanced-short-term-conflict-alert-stca-terminal-manoeuving-area-tma-specific EUROCONTROL - Safety Nets - A guide for ensuring effectiveness - August 2017 Url : https://www.eurocontrol.int/sites/default/files/publication/files/safety-nets-guide-august-2017.pdf		
ATM Master Plan relationship:	[PRO-059]-ATC Procedures to provide a systematic and common response to ground based Safety Net alerts [PRO-219]-ATC Procedures to give priority to SNET alarm		
Finalisation criteria:	1 - Procedures are in operational use.		
ATC02.9-ASP04	Align ATCO training with the use of STCA in TMA	From: 01/01/2018	By: 31/12/2020
Action by:	ANS Providers		
Description & purpose:	All relevant personnel (e.g. air traffic controllers) have to be trained in the operational use of the STCA functionality in the TMA.		
Supporting material(s):	EUROCONTROL - SPEC-108 - EUROCONTROL Specification for Short Term Conflict Alert - 1.0 / 11/2007 Url : https://www.eurocontrol.int/sites/default/files/2019-08/20071122-stca-spe-v1.0_0.pdf SJU - SESAR Solution 60: Data Pack for enhanced STCA for TMA Url : https://www.sesarju.eu/sesar-solutions/enhanced-short-term-conflict-alert-stca-terminal-manoeuving-area-tma-specific EUROCONTROL - Safety Nets - A guide for ensuring effectiveness - August 2017 Url : https://www.eurocontrol.int/sites/default/files/publication/files/safety-nets-guide-august-2017.pdf		
ATM Master Plan relationship:	[PRO-059]-ATC Procedures to provide a systematic and common response to ground based Safety Net alerts [PRO-219]-ATC Procedures to give priority to SNET alarm		
Finalisation criteria:	1 - The training plans have been updated and a training package has been developed for the use of STCA functions in TMA. 2 - The concerned personnel have been trained.		
ATC02.9-ASP05	Develop a local safety assessment	From:	By:

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		01/01/2018	31/12/2020
Action by:	ANS Providers		
Description & purpose:	<p>When proceeding with the local implementation, changes in the ATM functional system derived from the deployment of STCA in TMAs are subject to the elaboration of a safety argument considering local specific risks and mitigation measures to those risks. The tasks to be done are as follows:</p> <ul style="list-style-type: none"> - Conduct hazard identification, risk assessment in order to define safety objectives and safety requirements mitigating the risks; - Develop safety assessment; - Deliver a safety assessment report to the NSA, if new standards are applicable or if the severity class of identified risks is 1 or 2. <p>This safety assessment shall be based on fully validated/recognised method.</p>		
Supporting material(s):	<p>EUROCONTROL - SPEC-108 - EUROCONTROL Specification for Short Term Conflict Alert - 1.0 / 11/2007 Url : https://www.eurocontrol.int/sites/default/files/2019-08/20071122-stca-spe-v1.0_0.pdf</p> <p>EUROCONTROL - Air Navigation Systems Safety Assessment Methodology (SAM) - Version 2.1 / 11/2006 Url : https://www.eurocontrol.int/tool/safety-assessment-methodology</p> <p>EUROCONTROL - Safety Nets - A guide for ensuring effectiveness - August 2017 Url : https://www.eurocontrol.int/sites/default/files/publication/files/safety-nets-guide-august-2017.pdf</p> <p>SJU - SESAR Solution 60: Data Pack for enhanced STCA for TMA Url : https://www.sesarju.eu/sesar-solutions/enhanced-short-term-conflict-alert-stca-terminal-manoeuving-area-tma-specific</p>		
Finalisation criteria:	1 - The safety assessment report for the changes has been developed and delivered to the Regulator/NSA/Competent Authority, as necessary.		

