

Foreword

Thank you once again for your participation in the CANSO Academy: Virtual Community Outreach during COVID-19 webinar on October 22, 2020. Unfortunately, we weren't able to answer all the questions submitted during the webinar, but we have compiled the answers to them from our panelists here. We hope the answers to these questions will compliment what you have learned from the webinar.

Coleen Hawrysko Session Moderator

List of Panelists



The graphic displays five panelists in a grid-like format on a dark blue background. Each panelist's name is underlined in red. The panelists are:

- Dieter Guenter**, Senior Vice President, Aerospace, Co-Chair CANSO PBN WG, Tetra Tech AMT
- Paul Dunholter**, President, BridgeNet International, A Tetra Tech Company
- Clint Morrow**, Director, Aviation and Environmental Programs, BridgeNet International, A Tetra Tech Company
- Pascal Hochstrasser**, Head of TWR /APP skyguide Geneva, Co-chair CANSO Global ENV WG
- Mike Hornby**, Manager, Operational Concepts, NATS

Q + A

Q: Regarding the huge change in air operations before and during the COVID 19 pandemic as an air traffic controller how could you identify the difference in human performance (the air traffic controllers) - is there great fluctuation or is it steady? what could be the plans to maintain sustainability in ATCOs performance?

A: (Pascal and Mike)

I would say that the human performance remains at the same level, ATCOs are able to manage the low level of traffic we are facing these last months. Competence assessment are maintained although the current traffic is low. The issue is that they are not used anymore to control high traffic load. Therefore, and to keep them current with a high (standard) traffic management, we are adding simulation sessions (TWR, APP or ENROUTE). Feedbacks are very positive.

Q: Is the public/community perception of PBN changing and how much of the virtual conversation was around concentration and associated noise impacts through implementation of PBN?

A: (Dieter, Mike, Pascal)

The questions around noise concentration really have not changed discussions have address the benefits of PBN by avoiding certain noise sensitive areas and the ability to introduce dispersion.

Q: Connected to that question, do you feel that virtual meetings could potentially limit attendance from those who may not be technically capable, or have a computer/internet access?

A: (Paul, Clint)

The FAA setup backup plans including dial-in by phone, text your question, and also recorded the sessions for later viewing. We also found that social media expanded our reach using media (Facebook, YouTube) that many people use in daily life even on simple smartphones.

Q: Have you seen a change in the type of persons reached through virtual outreach? Here, traditional meetings usually attract just a fraction of the diversity of the airports' neighbors.

A:(Dieter, Clint, Paul)

Yes. In addition to the more typical sort of attendees, we have also seen with FAA meetings attendees from farther away participating. For example, a workshop in Miami did draw folks from other cities in Florida and even other states.

Q: How do you get folks who get the distributed fliers make input in the London Luton project?

A: (Mike)

The people that get the fliers can write in to express their opinions on the proposal if they don't have web access. They start by requesting a paper version of the Consultation Document and in that they will also get the questionnaire. Once they have filled that in, they can send it back to us via mail. We will then upload it to the consultation site.

Q: The Virtual products looks good and potentially expensive. For Mike or Clint how did you influence senior stakeholders to approve the spend and how do you measure the return on investment?

A: (Mike, Clint, Dieter, Paul)

Much of the cost is offset by the reduction in costs for travel, renting a venue, printing, shipping, and security. And, once a system is put in place to host virtual meetings, the cost to add new meetings in the future is a smaller incremental cost.

Q: How is NATS proposing to provide noise mitigation through PBN, when multiple respite routes within a constrained airspace is difficult.

A: (Mike)

It will be for the change sponsor (not NATS in many cases) to design the airspace in such a way to provide the respite they require for their local communities. Whilst it is true that congested airspace has specific issues it is possible to use intelligent designs and procedures to allow for a sufficient spread of the traffic to provide respite. Consultation with neighboring change sponsors, the network ANSP and local communities is key to finding a pragmatic solution that satisfies their requirements and provides the benefits needed.

For instance, an airport could design 3 routes off the same runway which end at the same point but follow different tracks across the ground (avoiding urban areas, following rivers, overflying brownfield sites etc. through PBN), providing respite on 2 of the 3 routes at any one time. These could then be managed by the change sponsor to provide respite on a per plane, time bounded or seasonal basis based on community feedback.

Q: How is Airport noise measured?

A: (Paul, Clint)

In the U.S., the FAA uses the Day Night Average Sound Level (DNL or Ldn). It is determined from computer modeling of a year's worth of flight operations.

Q: How could aircraft design mitigate noise?

A: (Dieter, Paul, Mike, Pascal)

Mainly by reducing the drag. Minor changes to modify the air flow on the wing could reduce the noise, some changes of this amplitude were made on A320 to A320 Neo

Q: Shall we rely on PBN as an item for noise mitigation?

A: (Dieter, Mike, Paul, Pascal)

It is clearly one of the levers, as it increases the flexibility of route design (SID/STAR). It can be a noise mitigation by allowing trajectories avoiding noise sensitive area.

Q: What is the relation between the virtual meetings and the noise?!

A: (All)

To maintain contact and efficient communication with noise sensitive population, this supporting OPS sustainability. It allows meeting when the pandemic restrict them, and it ease the participation and therefore increase the number of participants.