Munich
A-SMGCS Level 1 and Level 2 including experience from real implementation

Airport Safety Workshop in Brussels 20th of February 2018
Subjects

- Airport FMG / DFS cooperation
- General information
- Operational Mode
- Surveillance Infrastructure
- Operational Use A-SMGCS

24.06.2006 MUC, 1486 mvts, RWY in use 08
Airport FMG / DFS cooperation

The focus of the cooperation is to

- monitor permanently the HUB performance
- analyse the quality of actual procedures
- identify the need of procedure revisions
- efficient decision finding in cooperation
General information - airport -

Area of Competency DFS

FMG (05:00-23:30 lcl)
DFS (23:30-05:00 lcl)

Area of Competency DFS
General information  - apron control at night -

Procedure:

- hand-over with coordination of traffic situation and all operational issues.

- tower is activating the apron lighting panel, flightplan processing system and ground communication with apron ground staff.
General information - working positions TWR -
General information - TMA airspace -
Operational Mode

- Independant parallel Operation
- High Dense Mixed Mode
- Capacity available under CAT I:
  - 90 movements per h in total
  - 58 arrivals / 32 departures or vice versa per h

  High Score: 117
Operational Mode - Total Movements per year -

VFR: approx. 3000 mvts/year
Operational Mode - key facts for high quality performance -

- efficient, permanent renewed procedures
- very close information exchange with customers
- highly motivated personal
- modern infrastructure of the airport
Surveillance Infrastructure - 2 SMRs-

Terma Scanter 420200 (2002), Magnetron-Transmitter; range 4 km
Surveillance Infrastructure - 2 SMRs-

Terma Scanter 5502 (2016) Transistor-Transmitter; range 4 km
Surveillance Infrastructure - M-LAT-
blue= 26 FMG units, yellow= 15 DFS units (used in co-operation)
DFS Phoenix ground radar control system

- 2 SMR
- 2 approach radar
- M-LAT

- RWY incursion monitoring
- conflict detection and alerting between a/c – a/c and a/c-vehicles
- indication of the ILS sensitive and critical areas, depending on a/c type

- all vehicles are cooperative
Guidance Control –block control system-
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ATIS Information:
„Automatic Taxi Guidance Operation, do not cross red stop bars“.

System activation if one transmissiometer at the airport is indicating RVR 200m or less.
Guidance Control – RWY stopbar control -
Guidance Control – RWY stopbar control –
Thank you for your attention