TBO in flight execution

- Based on airline-ground trajectory sharing
- Aged trajectory is based on reference TBO ocean trajectory = reference business trajectory (RBT) in NASAIR
- Retain flexibility in the system: RBT format
- ANSP or AU may require changes: TBO products/COMM
- RBT in FMS Active Flight Plan
- RBT is not the same as clearance (shows the ground plan concept)
- Do not constrain aircraft unless necessary

ATC Global Beijing 2016 - Beijing, China - Monday 12 September 2016
Workshop
Peter van Blyenburgh, UVS International, France; Jean Fournier, Global Aerospace, France; Marc Kegelaers, Global UTM Association, Switzerland; Jürgen Verstaen, Unifly, Belgium; Michael Standar, SESAR JU, Belgium; Luc Tytgat, European Aviation Safety Agency; Mike Lissone, EUROCONTROL, Belgium
Even very small unmanned aircraft can quickly fly high enough, thus posing a severe risk to aviation safety when flying outside the limitations.

‘Drone accidents will happen’ and any attempt to reduce the risk to zero will stop any operation of unmanned aircraft.

The challenge is to find the balance and means to ensure appropriate safety while not hampering the market.
Marc Kegelaers
Global UTM Association, Switzerland
Jean Fournier, Global Aerospace, France; Marc Kegelaers, Global UTM Association, Switzerland; Jürgen Verstaen, Unifly, Belgium; Michael Standar, SESAR JU, Belgium; Luc Tytgat, European Aviation Safety Agency; Mike Lissone, EUROCONTROL, Belgium