



Developed by Airport Planners, for Airport Planners

AVIATION NEWSLETTER

SUMMER
EDITION
2020

Since our last Aviation Newsletter the world and the aviation industry have seen the consequences of the ongoing pandemic. We're starting to see a slow recovery and hope that when the time comes for our fall newsletter things are looking brighter for everyone. Spring has been filled with interesting webinars; among them our 'Navigating the pandemic' series, the IN FOCUS presentation on Aerodrome Safeguarding and last but not least the AviPLAN 3.0 release webinars. You'll find more information about the release and links to the recordings all in this newsletter. Wishing you all a safe and lovely summer!

The aviation industry post-pandemic

It's been a challenging spring for the world and the aviation industry to say the least. Our goal at Transoft Solutions Aviation has been to use our platform to create awareness, connect and share with our network of aviation professionals. Our 'Navigating the pandemic' series was much appreciated, thank you to everyone involved for making this happen.



Read the article shared by Ben van Leest, Senior VP, Transoft Solutions Aviation on LinkedIn here!

Airside operations

To finish of April, we hosted a live panel discussion together with Modalis. Titled "Navigating the pandemic", the theme of the discussion was COVID-19 and its effect on airside operations. The session was divided into two blocks – starting off with the current situation and then looking ahead towards a time post-pandemic. Our moderator and panelists set the scene with some background data and graphs, we got an insight to how Vienna International Airport has managed the apron space and parking of aircraft, followed by a discussion amongst the panelists who shared their thoughts on the current situation.

In block two, we outlined the possible outcomes on the road to recovery based on the evolution of the virus. Airside operations recovery and the potential need of increased staff or increased training for staff in order to maintain competence and compliance was brought up. Wrapping up, all panelists were invited to share their thoughts and discuss the future of Aviation.

Terminal operations

In May we brought the discussion inside the airport terminal, as we invited EBEA Consulting as guests to discuss the effects of COVID-19 in "The effects of social distancing on terminal operations". With two of the directors of EBEA and two of our own internal terminal experts Miguel Bono Tur and Gustavo Mercado, we discussed potential measures that airports and stakeholders will have to introduce. Ramon Anton and Hubert Kisala from EBEA shared some practical examples via videos of scenarios before and after social distancing measures. Ramon, Miguel and Gustavo also held an additional session in Spanish.

If you didn't have the opportunity to participate in the live sessions for "Navigating the pandemic" or "The effect of social distancing on terminal operations", we encourage you to check out the recorded versions of both of these interesting discussions below!

An airside perspective

How are current airside operations affected by the pandemic?

When will things go back to normal? Will we see a "new normal" emerge?



A terminal perspective

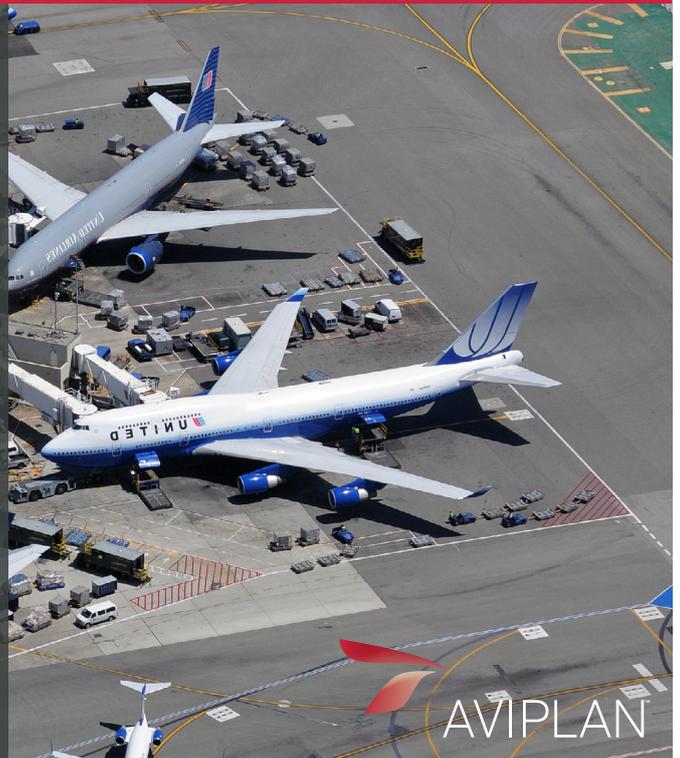
What are the effects of social distancing measures on terminal operations?

What measures will have to be introduced by airports and stakeholders?

VIEW THE RECORDED VERSIONS IN OUR WEBINAR LIBRARY

RELEASE WEBINAR
AVIPLAN 3.0
Experience next level productivity

[View Recording](#)



Empowering Aviation Planners

AviPLAN 3.0, the latest edition of our CAD-based airside planning, design and operations tool, was launched globally on May 28th. James Renner from our Product Management team elaborates on the introduction of several frequently requested enhancements.

The highlight for many AviPLAN Airside Pro and AviPLAN Turn Pro users will be the all-new Group Path command. The tool, which adopts many of the functions and workflows seen in AviPLAN's core Path command, is used to analyze movements with a group of airplanes by following existing drawing entities in the form of lines/polylines, arcs, etc. or by selecting an existing Path session.

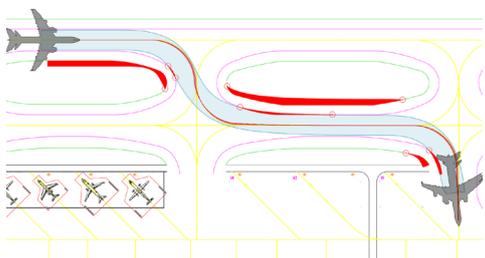
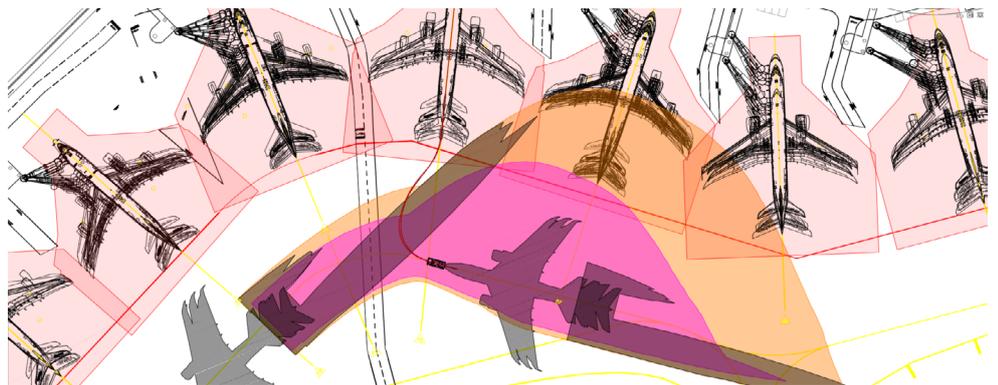
Group Path also introduces conflict analysis to the path building and analysis process. With this much requested feature, conflicts between main gear clearances and pavement edges, outer engine paths and shoulders, and wingtip clearances and apron limits are assessed and identified by the software automatically, with problem areas clearly indicated both visually as well as in results and reports.

As always with a major AviPLAN release, we have endeavored to add not only new headline features, but also improve and extend core functions that are available in all four products

wacross the AviPLAN range. For AviPLAN 3.0, this has resulted in the addition of new jet blast controls in Session Manager to select single engine breakaway jet blast, where data is available. Further, as is common procedure for many airlines, idle jet blast can be displayed for the engine not being used to propel the airplane. Session Manager also sees the inclusion of a much-requested feature - clearance box variants. This enhancement provides two further clearance box forms, tapered and boxed, in addition to the previously available offset shape.

commands, as well as several controls in the Group Path, Park, Fillet and Settings commands, has been improved and extended in AviPLAN 3.0. Supported controls now include 'Right-click for options...' in their mouseover tooltip and current default values are now indicated as such.

For those working with stand planning, the AviPLAN Airside Pro 3.0 Stand command includes all-new MultiDock functionality for docking a boarding bridge to multiple airplane doors or a door to multiple bridges, all in a single session.



Another example is Settings. Not only has the dialog undergone a complete overhaul but it also sees the introduction of Settings Templates. Once units and regulations, jet blast colors and clearance box offset settings have been selected according to preference, they can be saved as a template for future use, perfect for ensuring all stakeholders follow the same AviPLAN drawing standards.

With this powerful enhancement, it is possible to rapidly generate and review scenarios such as contingency plans, maintenance operational procedures or potential new layouts. Any warnings or errors identified by the software during the planning and design process are reported in a new Status tab, providing a clear overview of the airplanes and issues that may need to be reviewed. ✖

Further, the 'Set as default' user preference handling available for many of the most frequently used controls in the Path and Stand

Check out all these features and much more in the on-demand launch webinar here!

IN
FOCUS

LIVE WEBINAR

Planning for service equipment at the stand

REGISTER NOW

TRANSOFT
SOLUTIONS

Meet the Aviation Team

Gustavo is a fast-time simulation expert with a background in airport operations and consultancy. He graduated as an MSc in Aerospace Engineering from the Delft University of Technology in 2010, where he specialized in Dynamics, Control and Simulation of Aircraft. He worked for nine years in airport consultancy and joined the Transoft Solutions Team in 2019.

What's your expertise?

I have worked for several years helping airports in creating simulation models of their operations. We can think of Airports as a group of complex and interconnected systems with smaller goals that contribute to higher-level goals. Knowing which components to include in a simulation model, and to what extent these components should reflect the reality of operations is crucial, as you will never have enough time to model the complete system. During the time that I worked as a consultant, I learned how airports handle aircraft in an attempt to make them all depart with the least possible delay.

What development do you see within the aviation industry?

An unprecedented health crisis has marked this year, and it affects the aviation industry significantly. Airports are now operating

somewhere between 10% to 40% of their normal demand levels.

As governments around the world start de-escalating all the quarantine measures, airports will start welcoming more passengers and start increasing their profits again. However, very restrictive distance-keeping regulations will still be in place in airports to make sure health is always a priority. As a result, airports will not be able to handle passengers and aircraft as fast as they used to do, but their expense levels will remain fixed. In this situation, what the aviation industry is now calling "the new normal," airports are thinking of new ways to improve their operations so that they remain profitable, and this trend influences other stakeholders. For example, consultants are now investigating ways in which they can help airports in achieving their goals. Air traffic control entities are interested in knowing how will the reduced airport processing speeds affect their work so that they know how much airspace traffic will be acceptable under the new normal.

What I see is that this trend has put simulation software tools in the spotlight. Even though we don't fully understand how these changes in regulations will impact the industry, we do know that we were never



Gustavo Mercado
Product Manager
Brussels, Belgium
g.mercado@transoftsolutions.com



able to model the entire system altogether in the first place. So in some way, our work has not changed. We still need to use our expertise to make some assumptions that allow us to build simulation models that hopefully will shed light on the way back to the "old normal."

A tip for our software users?

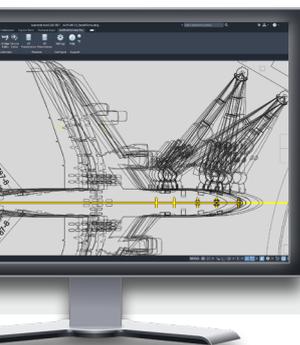
If you're stuck with your project, let us know! You have several channels you can use to reach out to us. As a leading software company, we are interested in getting all the feedback we can from our users. After all, our tools are meant to help you fix your problems.✉

Contact us [here](#) if you are a current Transoft Solutions' software user in need of expert support or have any feedback!

A WORD FROM DEVELOPMENT

Since our last message in the Spring Edition 2020 newsletter, our software development and product management teams have worked tirelessly on major AirTOP WIZer and AviPLAN projects, as well as enhancements to ArcPORT which are scheduled for release later in the year. With the AviPLAN 3.0 project now complete, some of the team will now switch focus to the SkySAFE release we have planned for later in the year, including new and improved features and integrations.

James Renner, Senior Product Manager, Transoft Solutions





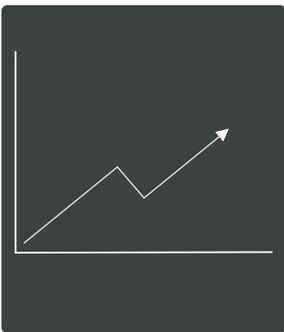
Check out the new and improved Airtopsoft website!



Airspace Modeling and Simulation

Assess and improve airspace capacities with AirTOP Airspace. The en-route module includes rule-based modeling of controller workload (events and monitoring), conflict detection & resolution, letter of agreement, tactical re-routing and level/speed control, sector opening scheme and more. AirTOP realistically simulates all aircraft movements in the airport's TMA/TRACON airspace, including all the required departure and approach controller tasks with the TMA/TRACON module. The TBOs and Flow Management module supports the modeling of 4D Trajectory Based Operations (TBOs).

[Learn More!](#)



Operational Decision Support

The core concept of the WIZer modules is that they provide live forecast of future situations and real-time what-if-analysis which supports decision making. WIZer ACC mainly supports ACC supervisors and flow managers with its forecast of the air traffic situation and sector loads, with the what-if-analysis testing alternative sector configurations, altitudes and/or routes.

[Learn More!](#)



Airport Modeling and Simulation

AirTOP Airport has four modules which allow you to assess and improve airport capacities. Define your scenarios simulate movements with the Airside Aircraft and Airside Vehicle movements modules. The Runway Capacity Analyzer makes it possible to evaluate existing or future capacity of the airport's runway system and much more.

[Learn More!](#)

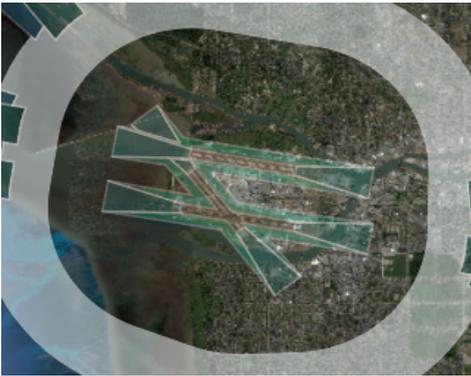
Look below the surface

Meet Eleni Akkogiounoglou, Safety Supervisor, at Fraport Greece

Eleni Akkogiounoglou works as a Safety Supervisor at Fraport Greece. She is responsible for safety assessments as part of the change management process of 14 airports, for Obstacle Limitation Surfaces Assessments, higher code letter aircraft procedures as well as for design projects regarding safety aspects via Airport planning & design software.

Tell us about yourself – who is Eleni Akkogiounoglou?

I was born and raised in Athens, Greece. I began my Bachelor and Master of Science in Civil Engineering back in 2006, and in 2014 I completed an Advanced Master in Airport Management at ENAC Toulouse. During my 2nd semester, I did an Internship at ADPI where I worked actively with EASA certification, which I continued with during my time as a Project engineer after. In 2017 I joined Fraport Greece Management as a Safety Supervisor – and here I am!



The passion for Aviation – has it always been there?

It's something that I developed gradually during my Civil Engineering Bachelor and Master. During the last year we had to take a specialization course, and while I didn't find civil engineering very intriguing, Airport planning was something that really caught my interest. I was amazed by the volume and complexity of the Airport "system" as a whole.

In your role as a safety supervisor, what are some typical tasks you have to deal with?

I perform safety assessments, including obstacle assessment, jet blast impact assessments etc. for which I use AviPLAN more on a daily basis for every kind of assessment and SkySAFE specifically for obstacle assessment. I can honestly say I wouldn't really be able to do my job without these programs – it's possible but it would be so incredibly time consuming, whereas with SkySAFE, for example, it's quick to oversee and monitor potential obstacles.

I oversee safety aspects and measures during construction works, do internal Safety Management System (SMS) evaluations on an annual basis (where I visit each of the 14 airports) and conduct training sessions and workshops for our staff. Whenever there's an airside design project going on, I assist in the development of the conceptual design, focusing mainly on the operations and safety aspects of it.

A larger project of mine has been the monitoring of Fraport-Greece's SMS, and I'm currently involved in innovation projects such as GLASS (a project which strives towards the enabling of satellite based approaches in airports) and drone safeguarding.

Could you outline some of the main challenges your role presents?

A big challenge is the straight up workload that comes with being a safety supervisor of 14 different aerodromes. During my 3,5 years at this job, I can honestly say that there's never been a single day where I have had to ask myself what I need to do at work today! This is something that I've come to enjoy as well, and as my role is quite broad, this means that I have a wide array of tasks to deal with as we listed before. On top of this, most of my work is done remotely as well with me being based in Athens and the 14 aerodromes I safeguard are spread across Greece.

An important task has been to build and establish trust and a safety culture amongst all stakeholders, including employees and third parties. We had to rebuild and redefine roles and responsibilities. For Fraport, coming in as an organization from the "outside", to manage the Greek airports, change management was an important part of the process. With all the various stakeholders, with their own field of expertise have many different opinions and ways of doing things, it is always a challenge by itself to align these different personalities and already well-established mindsets.

Lastly – any advice to share with fellow colleagues?

I'd like to say that you should "look below the surface", both literally and figuratively. Literally – look below the obstacle limitation surfaces for a better assessment. In the figurative way – try to always look beyond system and regulations. When conducting investigations, look at the attitudes of the personnel and try to look beyond what happened. By making a thorough root cause analysis you'll find solutions and findings beyond your imagination which can provide crucial information.

And, of course – keep learning! Stay up to date on legislation, best practices and new procedures to be on top of your safety-game.



Eleni Akkogiounoglou
Safety Supervisor
Fraport Greece
e.akkogiounoglou@fraport-greece.com

IN
FOCUS

WEBINAR RECORDING

Aerodrome safeguarding and obstacle assessment

with Eleni Akkogiounoglou

VIEW RECORDING

UPCOMING ONLINE ACTIVITIES

	ONGOING 2020	AVIPLAN Online Training	GLOBAL Online	Learn More >>
	ONGOING 2020	AIRTOP Online Training	GLOBAL Online	Learn More >>
	ONGOING 2020	ARCPORT Online Training	GLOBAL Online	Learn More >>
	ONGOING 2020	SKYSAFE Online Training	GLOBAL Online	Learn More >>
	30 JUN 2020	IN FOCUS Planning for service equipment at the stand	GLOBAL Online	Learn More >>
	TBA 2020	IN FOCUS Live Webinar TBA	GLOBAL Online	Learn More >>
	TBA 2020	PRODUCT PRESENTATION Live Webinar TBA	GLOBAL Online	Learn More >>
	TBA 2020	UP FOR DISCUSSION Live Webinar TBA	GLOBAL Online	Learn More >>
	OCT 2020	TECHNICAL USER GROUP Online Conference	GLOBAL Online	Learn More >>

Transoft Solutions offices around the world!



Over 50,000 users
in more than 130
countries & 12
offices globally