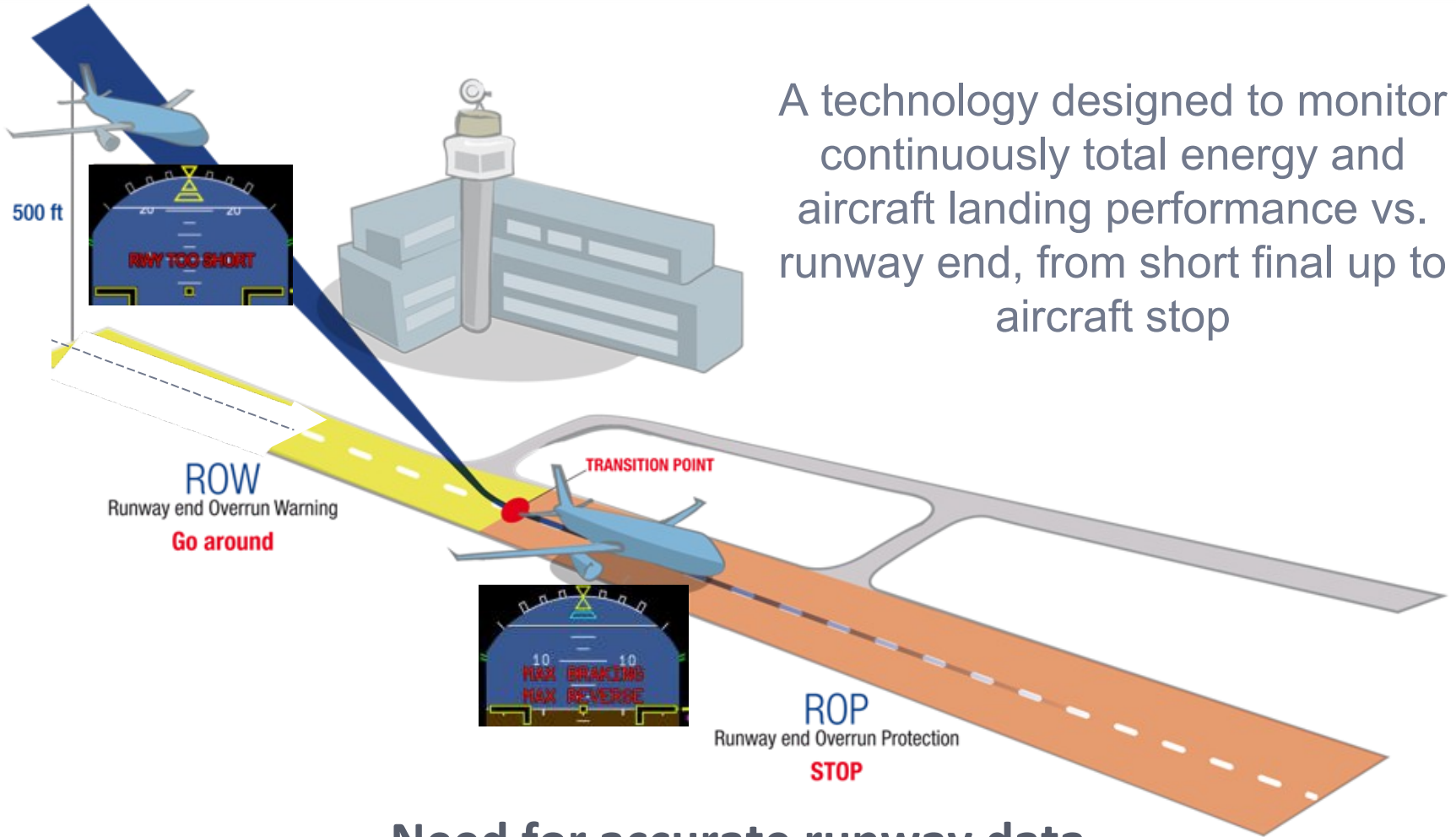


# Symposium DSAC

## L'Information Aéronautique

# Example of on board applications

## *ROPS Runway Overrun Protection System*



A technology designed to monitor continuously total energy and aircraft landing performance vs. runway end, from short final up to aircraft stop

**Need for accurate runway data**

# AIP content and actual measurement - LFBO Toulouse

## *Satellite imagery better than 1m absolute accuracy*

### ▪ RW14L : TORA/LDA = Difference of 24m

- TORA/LDA AIP (3000 m) is shorter than the reality (3024 m)

### ▪ RW32R : TORA/LDA = Error of 24m

- TORA/LDA AIP (3000 m) is shorter than the reality (3024 m)

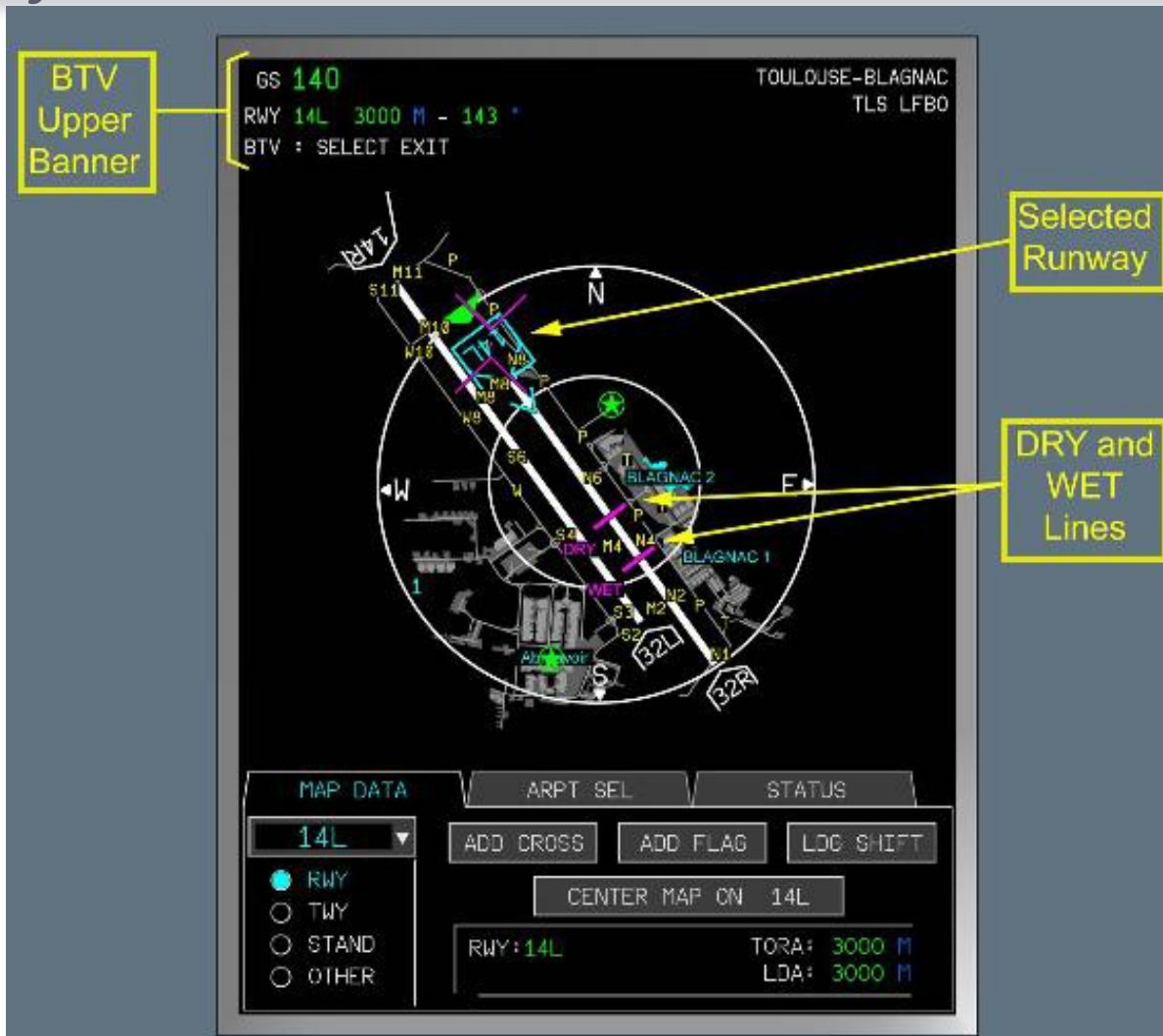


TORA/LDA AIP 32R

**Safe: the deviation of the AIP is conservative with respect to intended operational use.**

# Short term information update

## *Landing shift*



# Short term information update – Extract FCOM

## *Landing shift*

### **LANDING RUNWAY SHIFT**

When the flight crew clicks on the LDG SHIFT button, the following landing runway shift panel appears.

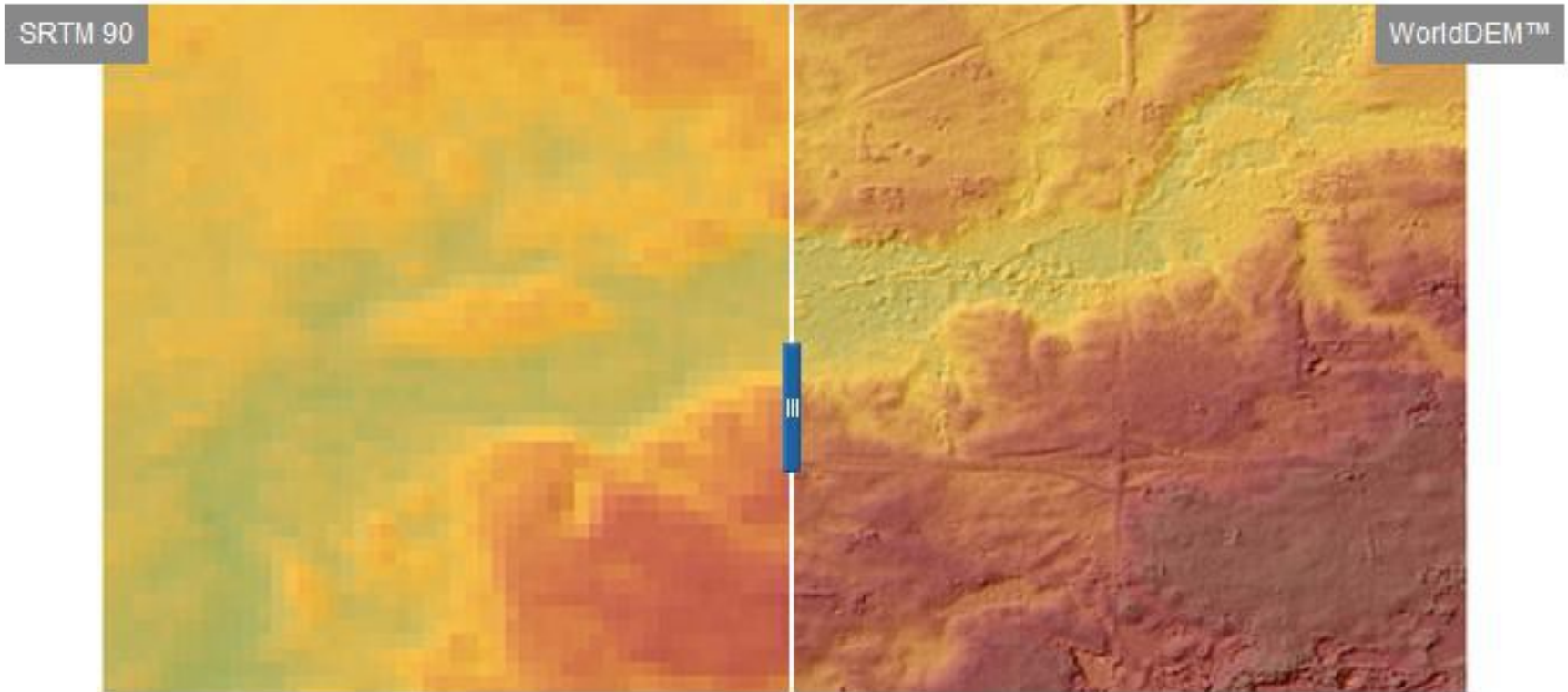


The flight crew can shift the runway threshold and / or the runway end.

The flight crew can shift the threshold and / or end of only one runway of the database.

When the flight crew validates the runway shift with the return button, the map data panel displays the runway shift

# From SRTM to World DEM



Technology contribution for better terrain and obstacle data



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