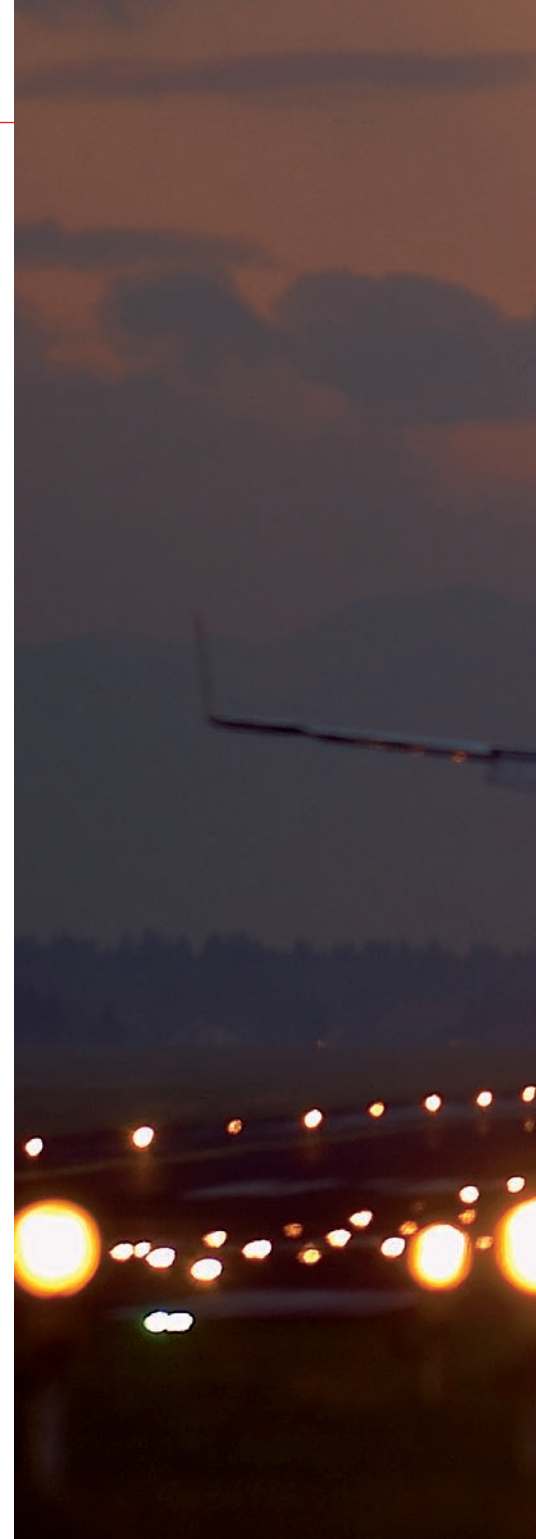




Srečko Janša, CEO of Slovenian Air Navigation Services, Ltd.

“We, the employees of Slovenia Control, are aware of the significance of each moving point of light on the air traffic controller’s screen. It’s not just some blip or shifting star, but people, too! And over again every day each one of us starts and ends their work with that awareness. We believe that this is our main job. Looking after people. Caring for safety.”



Development of Slovenia Control, Slovenian Air Navigation Services, Limited

Taking Care of People and Their Safety

By Srečko Janša



Despite the latest technical achievements, including the Internet and telephone communication, face-to-face meetings between business partners still remain highly desirable, sometimes even necessary. Due to the overwhelming influence of globalisation, this fact is also increasingly being connected with air traffic. Trips to far-off destinations and interesting contact with people and places thousands of kilometres away from home are becoming increasingly frequent. Even spending holidays at warmer coastal locations once a year is becoming accessible to more and more people due to the phenomenon of low-cost airlines. Of course, we have to bear in mind safety requirements as well, since safety is a priority among passengers. On the subject of safety, we need to note that modern airplanes and airports with hangars for inspection and repair simply don't tell the whole story. Even though they are not as visible, services for air traffic management and control are as important as any other factors. In Slovenia, all air traffic management and control services are the province of the public company Slovenia Air Navigation Services, Ltd.

The development of air traffic in Slovenia and elsewhere is primarily aimed at increasing traffic and upgrading modern systems intended for air traffic management and control. Regarding these facts, our company is facing the difficult mission of continuously increasing capacities for the provision of services and especially working constantly to ensure the highest level of air traffic safety. The company regularly follows all technical developments in this field and is constantly modernising the equipment needed for the provision of services. Apart from that, the company is particularly aware of one factor which is crucial for successful

air traffic management and control – our employees. Employment of new staff takes place in accordance with very strict standards and qualification tests. Selected candidates must undergo a long training period in accordance with the requirements of their respective positions. Current employees face systematic ongoing vocational training. They are additionally motivated by an effective system of reward and promotion.

The need for optimum flexibility is always present in the company. We achieve it via the way the company is organised, which was established when the company Slovenian Air Navigation Services, Ltd. was founded. The operation of the company is much more independent than it was when it was a part of public administration. The company is much more adaptable now, and able to respond faster to individual demands. We are also faster and more efficient in terms of satisfying international regulations. We are more flexible in harmonising the use of airspace between civil and military organisations, on the level of regional or international cooperation and international integration with other providers of air navigation services. All this leads to optimisation

and improvement of these services and therefore to a rise in quality and a simultaneous decrease in cost.

Basic activities of Slovenian Air Navigation Services, Ltd.

The basic activity of the public company is the provision of the following air navigation services: air traffic management, aeronautical information and aeronautical telecommunications.

In all our services, air traffic safety comes first. Quality, adaptability and cost efficiency are also characteristics which represent the philosophy of our company.

Development aims

According to the Air Navigation Act, the company adopted a five-year strategic plan in which the entire programme of the company's services is presented. Development goals for the following years include the construction of a new air traffic management and control centre with a control tower, and an upgrading, replacement and expansion of indi-

vidual subsystems of the automatic system for air traffic management and control. At the same time, we would like to offer high-quality services, further education of our employees and achieve the goals set in the Local Convergence Implementation Plan (LCIP).

Apart from performing basic activities at the international airports of Ljubljana, Maribor and Portorož, where we are continuously increasing the scope of air navigation services, our company has also reached an agreement with the Slovenian Armed Forces to start providing air navigation at Cerklje ob Krki Airport as well. This will also be further upgraded in the future. At the same time, we have expanded our basic activities to providing flight school services, expert opinions and analysis, and consulting in the field of air traffic management and control as well as other fields. We will continue with active cooperation in regional integration with other air navigation service providers, especially in our joint efforts to optimise and improve services while cutting costs and achieving better efficiency at the same time, in addition to increasing safety.



Slovenian Skies – Slovenian Air Traffic Control

By Jan Jolič

The public company Slovenia Control, Slovenian Air Navigation Services, Limited, which ensures safe and smooth air traffic over the territory of the Republic of Slovenia, celebrated its second anniversary on 1 May 2006.

Since the role this company performs is unique and since with its skilled personnel it can compete with the best companies in the world, it is worth mentioning the short but difficult path our company followed from its very beginnings to the present day.

Until 1991, when Slovenia gained its independence, air traffic management and control were the province of the Federal Flight Control Administration, with its main headquarters in Belgrade. Nevertheless, the Administration was divided into a western part, based in Zagreb (the territory of the Republic of Slovenia was under Zagreb's jurisdiction), and an eastern part, based in Belgrade. Another peculiarity of the system was that it was controlled by the federal army, which appointed the Director of the Administration from within its own ranks.

With independence, Slovenia found itself facing an extremely demanding task: it had to ensure the sovereignty of air traffic, which in terms of technological and personnel availability of that time meant that it started from scratch. Since similar projects around the world take decades to implement, this decision was an extremely bold one.

Slovenia established the National Air Navigation Administration, which in cooperation with the Slovenian diplomatic sector had to ensure that the International Civil Aviation Organization (ICAO) recognized the Slovenian aviation authorities. Other responsibilities of the Administration and diplomacy were: acquisition of the Slovenian aeronautical designation (LJ) recognized at the international level; acquisition of aircraft registration insignias (S5); establishment of basic infrastructure intended for civil and military air traffic management and control; and acquisition of a sufficient number of qualified personnel for the implementation of services.

Our young country settled these issues swiftly and with only a handful of employees from the former federal administration. In a very short period Slovenia trained a sufficient number of personnel, who quickly took over their tasks. At the same time Slovenia managed to ensure control over its own skies with a relatively small investment.

From 1994 on, general technical and human resources development proceeded more or less smoothly and calmly. At the same time an ever-greater need for human resources developed in all areas of technical activity, as well as the need for new and more technically

advanced resources. This was of paramount importance if we wanted to follow a trend of a steady and significant increase in air traffic, which became obvious especially after NATO bombardment of the Federal Republic of Yugoslavia and after 11 September 2001 when the USA was under attack.

Another turning point was the year 2001, when the first foundations were laid governing the present arrangement of air traffic management and control. At that time, the newly adopted Aviation Act, which Slovenia considered as the

part of the *acquis communautaire* already envisaged the present organization: a regulatory body within the framework of the state authority (Aviation Directorate) on one hand, and the Air Navigation Services and Air Traffic Control provider (Slovenian Air Navigation Services, Limited) on the other.

Due to an inadequate organizational structure and having to operate within the civil service system, the initial difficulties became obvious, as it was not possible to keep up with the technological and personnel requirements necessitated by continuously growing air traffic over the territory of the Republic of Slovenia.

Then in 2003 the National Assembly of the Republic of Slovenia adopted the Act on the Provision of Air Navigation Services, which constituted the establishment of the public company as well as the legal framework for its activities. On 1 May 2004, all 127 employees became the core staff of the newly established public company and immediately embarked on the intense implementation of its services. Other important events of that time: an aviation school was established, enabling education and training of our own as well as foreign personnel, of whom almost 35% of the new people were employed in the past two years; technological modernization and the procurement of new equipment are under way; the company is actively participating in the CEATS project; the first preparations for the construction of a new Air Traffic Management and Control Centre have begun, including the most important part – a new automated system as part of the trans-national One ATM System project in which Slovenia cooperates with Austria and the Czech Republic; and the procurement of new radar systems.



Jan Jolič

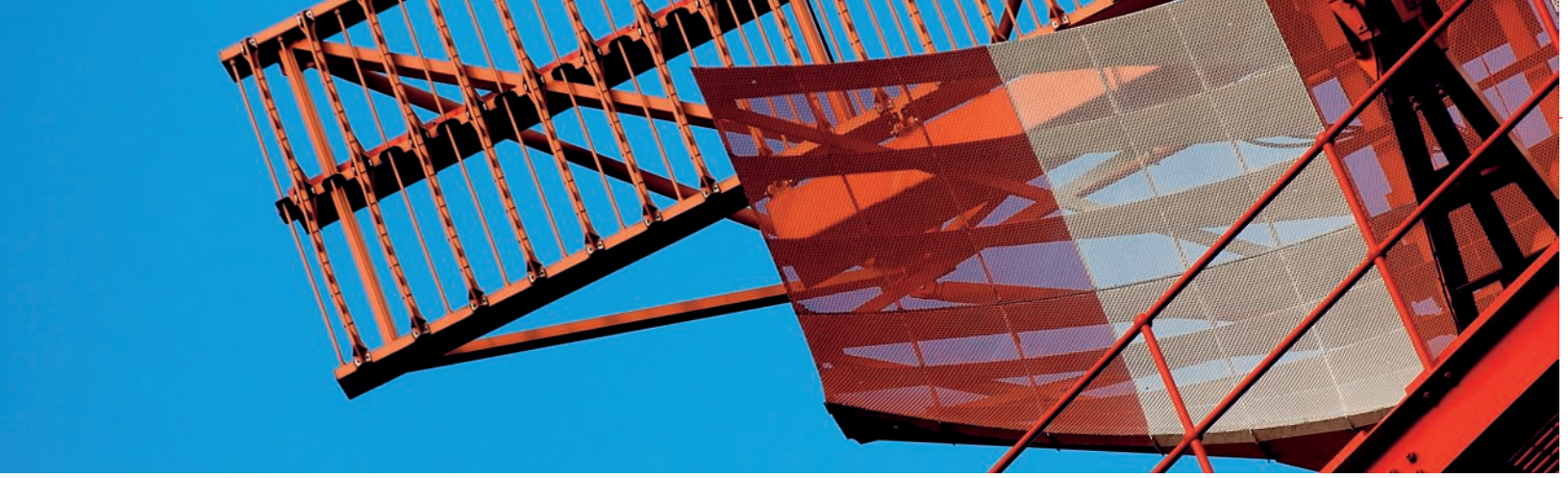
Business principle

The company has committed to promoting business excellence based on monitoring and respecting modern

market and security demands and standards of service, safety, technology, environmental care and human resources management.

Business future

Among the factors which will influence our future business the most, we should mention international coopera-



tion in connecting air navigation services in the region.

A GLANCE INTO THE FUTURE

Future development of the company

One of our central tasks is to modernise infrastructure and systems for air traffic management and control. We intend to follow the requirements of new European legislation, as well as the requirements for an increase of airspace capacity while simultaneously ensuring safety.

With our capacities, we of course will focus on the need for increased air traffic in Slovenia and the region. Along with investment in new equipment, this represents additional job opportunities at expanding airports, such as Maribor, Portorož and the airport at Cerklje ob Krki.

We will continue to examine opportunities and possibilities in terms of



international cooperation and regional integration, harmonisation and integration within the framework of a united Europe (Single European Sky). We will also offer our experience to countries that join the European Union in upcoming years.

Development is very important in our field. Along with constantly meeting the highest requirements of quality and safety, development is solidly a part of all areas of operation (air traffic control, technology, IT, human resources management, etc.) and at all levels of our company's activity. This factor provides us with certain advantages. One of the most important ones is immediate recognition of business opportunities, which is of key importance especially



A new ATCC air traffic control centre with a control tower

The forecast increase in air traffic has brought to the fore the demand for an adequate expansion of airport capabilities. The plan is to create additional aircraft parking areas and new traffic arrangements on ramps. Additionally, the new traffic arrangement envisages the introduction of so-called ground control and airport ground traffic management, which will not be possible to carry out with the current control tower because the expansion of the airport would diminish air traffic controllers' viewing angles needed for airport control. The increase in traffic also entails more work and, accordingly, growth in the number of employees, which means that the demand for additional work spaces are ever-present.

This is the reason that in 2004 the conclusion prevailed that the expansion of the current premises alone would not fulfil all the additional demands of increased air traffic. Preference was given to a two-part comprehensive solution for expansion. The first part involves the modernisation of the current ATM system. The second part is focused on the construction of a new ATCC air traffic management and control centre with a control tower.

In August 2006 the Government of the Republic of Slovenia adopted its 5-year Strategic Business Plan and the investment

plan for the above-mentioned project, the implementation of which has already started. The whole project became part of the agenda specifying time periods for each of the operations.

The construction of the new ATCC with the control tower now comprises three parts: The first part involves the construction of the air traffic management and control centre with its accompanying facilities (simulator rooms, restrooms, study rooms, etc.) and other business facilities; the second part comprises the construction of the control tower; and the third part involves the construction of a parking lot with an underground parking garage.

The four-storey control tower will form an integral part of the ATCC building, which in itself will ensure better operability of the building, easier compliance with security requirements and the economy of the construction. This will also facilitate access to common areas and their use. The height of the control tower will give the tower significant functional value, ensuring air traffic controllers a good view of aircraft around the airport and above auxiliary taxiways and parking areas. The addition of a ground traffic management system is also being considered. Such a conception will enable optimal performance of specific activities for which the ATCC and its control tower will have been created.

At the same time the recognisable and symbolic character of the building has not only been considered but is also well expressed.

due to the fact that we want to stand side by side with the best in terms of business processes, and because we want to keep our competitive edge under the new conditions of Slovenian accession to the European Union.

In May 2005, we were among the founders of the European Economic Interest Grouping “One Air Traffic Management System” (OATMS), mainly because this grouping can enable our harmonisation with SES legislation in 2012. As of mid-2006, the grouping has achieved its goals concerning the preparation of necessary documents in accordance with SES regulations. The preparation of all documents should be finished by the end of this year, when the decision will be made concerning the beginning of the second phase of the project, which regards implementation. In the following years, such regional forms of cooperation and integration will be among the key aspects of this field.

We are also cooperating with the Ministry of Transport within the framework of the CEATS project – Central European Air Traffic Services. Bearing in mind that the 1997 concept is outdated, new directions are needed for this project, since despite planned and realised investments, it is now necessary to meet the goals of the Single European Sky. We will continue to cooperate in other fields as well, such as in founding a suitable entity for training air navigation

services staff. We will also continue connecting, i.e. cooperating with, other providers of such services in order to establish a functional block of airspace and to provide all types of aeronautical information.

New air traffic management and control centre

Even before our official founding in 2004, air navigation services were provided from the current location



in the centre of Ljubljana. But due to an increase in our activities, this location no longer meets functional norms. This is why we decided to build a new air traffic control centre and to modernise our systems and equipment for air traffic management and control.

First and foremost, two main phases of activity are planned for the following years:

- the construction of a new air traffic control centre with new operations and business facilities and a control tower at Brnik Airport between 2006 and 2008;
- upgrading, replacement and expansion of existing subsystems in the automatic system for air traffic management and control during the same period.

The following activities are planned for the second phase:

- Upgrading radar systems, 2008–2011;
- Replacement of radionavigation and telecommunication systems, 2007–2013;
- Updating and upgrading the systems due to the introduction of interoperability in the years 2011+;
- Introduction of new technologies (multilateration, ADS,...), 2008–2013.



We Intend to Establish a Contemporary School Centre and Offer Our Training Services to Customers Abroad

By Andrej Grebenšek

After independence, the Republic of Slovenia also took responsibility for the implementation of air management services. Slovenia inherited only a part of the radio-navigation facilities situated on its territory from the former Yugoslavia, and a handful of people decided to stay and cooperate despite the menacing pressure exerted on them by Yugoslav authorities at that time.

With regard to the fact that the system was built from the scratch (traditionally, air management over Slovenia's territory had been implemented from Zagreb and Belgrade), the personnel recruited were mainly pilots and people working at the airports or in the armed forces.

The first generation of controllers was thus composed of pilots – students, beneficiaries of Adria Airways scholarships, and JLA (Yugoslav People's Army) pilots who joined the Slovene Armed Forces during the Slovene war of independence. Since we had no experience whatsoever, all of the training took place abroad. At almost the same time, several experienced controller instructors from the Zagreb Area Control Centre joined our people, and thus helped with the establishment of the system at home.

In order to become an air traffic controller one does not need extensive prior aviation knowledge, since the expertise required will be gained during appropriate training. The training is so specific, not to mention expensive, that none of the public institutions was willing to support it.

To be able to start training, one must successfully pass a test and complete the selection procedure. The selection of candidates is based mostly on FEAST (First European Air Traffic Control Selection Test Package) results. Training starts with a so-called ab initio course, which lasts approximately three months and comprises the basic subjects that air traffic controllers need to master. Those candidates who successfully complete the training at this stage usually continue their training at a foreign institution in order to acquire a working licence and an airport control instrument rating. During training abroad, which lasts approximately three months, the future controllers gain theoretical knowledge and get trained on a simulator.

Having successfully passed the course, candidates join their future air traffic control units and start with a six-to-twelve month period of practical training. When they accumulate the statutory number of hours, the candidates take an examination to obtain an air traffic controller licence.

Later, candidates may also obtain an approach/approach radar control rating as well as an area/area radar control rating. During training they acquire theoretical knowledge and train on a simulator first, and



Andrej Grebenšek

then start with practical training in one of the air traffic control units. On average, candidates need twelve months for an individual rating.

Air traffic controller candidates must obtain an air traffic controller licence with an airport control instrument rating first in order to acquire the approach and/or area control rating afterwards. Ratings acquired have a one-year period of validity. After that, technical competence for an individual rating is examined either on the job or on a simulator. Should the candidate pass the examination suc-

cessfully, the validity of the rating is extended for the same one-year period. In this way, training never really ends.

Up until 1 May 2004, air traffic management and control, publication of aviation information and the maintenance of air traffic control systems took place under the auspices of the Civil Aviation Administration of the Ministry of Transport of the Republic of Slovenia. However, following the example of other European countries, a public company Slovenia Control, Slovenian Air Navigation Services, Limited was established on this very date in accordance with European level requirements.

Six months later, an aviation school was set up within the company to take over the responsibility for ATS personnel training, the Aviation Information Service (AIS) and the Communications and Network Service (CNS). In performing its work, the aviation school adheres to international regulations and recommendations (ICAO in EUROCONTROL).

From complete dependence on foreign institutions a little more than a decade ago, we managed to develop our own personnel and all the necessary equipment (classrooms, simulators), and we have thus become self-sustaining. In accordance with European directives governing the Single European Sky and training area, we cooperate with neighbouring air navigation service providers in an effort to standardize procedures and work and training methods as much as possible. This cooperation has led our company to participation in different international projects: among other activities we were in charge of the group which developed the syllabus for training air traffic controllers within the CEATS (Central European Air Traffic Services) area; we also participated in conducting datalink research for the traffic collision avoidance system (TCAS), provided consultancy services to different parties, etc.

The training system is a continuously developing and dynamic system which to a certain extent represents a market niche our company wants to own. When we move to our new premises at Brnik Airport, to be constructed in 2008, we intend to establish a contemporary school centre and offer our training services to customers abroad, mainly in the markets of Central and Southern Europe.

The company is striving to co-finance these investments via funds guaranteed by the EU Cohesion Fund, since the investments fall within the framework of the Modernisation of Air Traffic Management and Control Systems project included in the Operational Programme of Development of Environmental and Traffic Transport Infrastructure of the Republic of Slovenia for the period 2007–2013. The total value of these investments is estimated at EUR 52 M.

Conclusion:

Slovenian Air Navigation Services, Ltd. is qualified for safe, high-quality and efficient provision of air traffic management and control in all aspects of aircraft flight, as well as for safe traffic at airports, provision of necessary aeronautical information and upgrading, implementation and maintenance of systems and equipment for air traffic management and control. In addition, the company has the expert knowledge to prepare regulations in this field. The company is also qualified to participate in Slovenian and foreign projects, to give expert advice and contribute to reaching decisions in favour of the Republic of Slovenia. The establishment of good cooperation with state bodies, especially the Ministry of Defence and the Slovenian Armed Forces, remains an important part of national safety and sovereignty, since air traffic management and control is of crucial strategic importance for Slovenia.

About the ATM System

By Marko Hrastovec

The automated air traffic control system (ATM) is an essential part of the support services provided by Slovenia Control as an Air Navigation Service Provider. The two most important parts of the ATM system are the surveillance data processing system (SDPS) and the flight data processing system (FDPS). The existing ATM system has been in use constantly since 1993. Most of the system was later modernized, apart from the FDPS, which is the most sophisticated component and therefore among the most expensive. Integration of the FDPS and SDPS has been the major development trend in recent years, and we would like to follow that trend as well. In the near future, we intend to replace the FDPS, the only remaining part from 1993. Upgrades are necessary in order to keep up with new demands concerning functionality and to maintain the present level of safety while coping with the ever-increasing demands of traffic.



Marko Hrastovec

About the System

The ATM system is one of the essential components of the equipment regularly used by air traffic controllers. The ATM system provides the necessary data for managing air traffic, such as aircraft position and altitude, direction and speed of flight, callsign and other information used in air traffic control. Lately, “safety net” functions are also an integral part of the system, providing alerts to controllers in case of potentially dangerous situations.

System Description

The automated system is composed of two main subsystems: the flight data processing system (FDPS) and the surveillance data processing system (SDPS). The FDPS provides flight data to controllers, while the SDPS provides data collected from sensors, such as radar, on aircraft position, altitude, speed and direction of flight. These critical data are available at every controller’s workstation. The FDPS is the workhorse of any air traffic control system. It transfers flight data between neighbouring control centres and provides and processes various data, such as callsign, entry point, entry level, time of entrance, time of flight over the area of

One ATM System News

Austrocontrol forced to leave OATMS

The European Economic Interest Grouping (EEIG) One ATM System – OAMTS was founded in the summer of 2005 by Austrocontrol, ANS CR and Slovenia Control.

The OATMS was intended as a technical and commercial initiative. The participating ANSPs planned to harmonise the phased replacement of the ANSPs’ current ATM systems by their jointly developed One ATM System between 2007 and 2012, meaning that it would have been ready for operation during the period 2012–2020. The key benefit of this project was the reduction of the overall cost of implementation and operation of the ATM system for the three partners by at least 20%.

At the request of the Austrian Minister of Transport, Innovation and Technology, Austrocontrol was instructed to withdraw from

the European Economic Interest Grouping’s “One ATM System – OATMS” by 30 June 2006 for reasons related to the CEATS Project.

The OATMS project had almost completed its first phase, designated a “definition” phase, but due to the lack of Austrocontrol contributions, the project has had to face a delay with respect to its original time frame covering the period from April 2006 onwards.

As OATMS is primarily a technical initiative, technical co-operation between the two remaining partners would still be mutually beneficial. The additional cost of a fallback to a stand-alone solution for the future ATM system is estimated at between EUR 20 and 60 m per partner. The remaining partners in the EEIG’s OATMS, namely ANS CR and Slovenia Control, are currently analysing the impact of this situation and have agreed to continue their mutual co-operation to finalise Phase 1 within an agreed new time frame.

responsibility, speed and type of aircraft, squawk (transponder code used as aircraft ID), flight plan data such as airports of departure and destination, flight routes (itinerary) and other relevant data. Since the system is very complex and it exchanges data with neighbouring control centres and Eurocontrol, it is the most difficult component to replace. It is also one of the most expensive pieces of equipment used in air traffic control.

Hardware for FDPS (and backup SDPS) at Slovenia Control is based on Digital VAX fault-tolerant mainframe computers. The main FDPS application code is written in RTL/2 programming language. Sensors for identifying aircraft positions are mostly radar, with some new systems being currently introduced, such as automatic dependant surveillance (ADS). For safety reasons, at least two SDPSs are required in case of failure of one of them in order to be able to provide uninterrupted service for air traffic controllers. When Slovenia gained independence, there was a need for new radar installations. However, local communities everywhere were very strongly against the use of radar in their environment and thus radar coverage remains only sufficient, as long there is no need for maintenance of any existing radar installation. Otherwise, a reduction in traffic load must go into effect in order to maintain the required level of safety. We also buy data from the Austrian radar installation at Koralpe.

Main Parts

As described above, the system is composed of the FDPS and SDPS. However, these two parts are far from being all that an air traffic controller needs in order to manage the air traffic over his /her area of responsibility. We have already mentioned radar, which sends data to the SDPS. In addition, Air Traffic Controllers communicate with pilots via UHF/VHF radios. VHF radio transmitters and receivers are in place at various locations. Telephone lines with neighbouring control centres and VHF systems are connected to an advanced voice communication system (VCS). All flight plan data come into and go out of the FDPS via the AFTN (Aeronautical Fixed Telecommunications Network) switch. It is connected to the worldwide aeronautical network for data exchange. In order to calculate times regarding a particular flight (time of entering the airspace, time of leaving the airspace, time of flying over sector, etc.), the FDPS also needs meteorological information (wind, etc.). This information comes through the MOTNE link from the Environmental Agency of Republic of Slovenia along with other important meteorological information for air traffic controllers and pilots.

The FDPS is also connected to neighbouring centres via OLDI lines. OLDI stands for OnLine Data Exchange. FDPSs exchange data on flights that are about to enter or leave a certain area of responsibility. Thus, controllers are warned that within a certain time an aircraft will enter their airspace. Slovenia Control has established OLDI connections with Zagreb (Croatia), Vienna (Austria) and Padua (Italy). If an aircraft is coming from Croatia to Austria over Slovenia, the Croatian FDPS will inform their Slovenian counterparts about that flight before the aircraft enters Slovenian airspace, and the air traffic controllers will have all the relevant data at their disposal when they need it. The pilot will be instructed by the Croatian controller to contact Slovenian ATC on a frequency used by the Slovenia Control

VHF/UHF equipment. The same would hold true when the aircraft leaves Slovenian and enters Austrian airspace.

Other parts of the ATM system include System Monitoring and Control (SMC) for monitoring all vital components. All data need to be recorded in order to be able to recreate a given situation in case of an accident or other critical situation. RMCDE is a system that converts different radar data, since every radar provider uses a proprietary format. By doing that, a unified format can be fed to the SDPS. An important component not yet represented in the scheme is know as Safety Nets. That system is very important for air traffic controllers, since it monitors traffic and warns controllers about possible critical situations that could lead to an accident. Safety Nets is composed of Short Term Conflict Alert (STCA), which detects potential collisions; Minimum Safety Altitude Warning (MSAW), which detects possible incursions of aircraft into terrain; and Area Proximity Warning (APW), which warns controllers about aircraft approaching prohibited areas.

Future Plans

Slovenia Control is planning to construct a new building for air traffic control in the near future. The facility now being used was set up in 1993, when a quick solution was required. In order to be able to move to the new building, an upgraded and modernised system has to be installed there. The idea would be to use the software already implemented at Slovenia Control and buy new hardware for the new building. However, this is not feasible for the current FDPS, because Digital VAX fault-tolerant computers are no longer available. So to be able to move, a new FDPS must be installed, and to this end, Slovenia Control is now in the process of acquiring a new FDPS that will be more closely integrated with the SDPS in order to provide better usability for controllers. It is designed to use modern, expandable and upgradeable hardware and software platforms. It also introduces electronic strips to replace the printed strips that controllers currently use for flight data. At present, all changes regarding a flight are written on a paper strip, and when a flight is handed over or when the plane lands, the strip is thrown away. The new FDPS will provide a special monitor for every controller showing all the data that was previously on the paper strips. Controllers will then make any changes concerning the flight electronically. By doing so, the system will have more up-to-date information about flights and will be able to perform more precise calculations and processing. Throughput will also be faster and more efficient, enabling safe traffic increases in the coming years.

Even after the move to the new air traffic control centre, development of the system will not stop. Air traffic controllers will gradually migrate to a new "stripless" working environment. More and more functions from the electronic strips will be duplicated on air situation displays. In that way, all functionalities will eventually be consolidated on the displays. Electronic strips will not be needed any more, and they will be abandoned or used only as backup. After this process is completed, the FDPS and SDPS will be tightly integrated and present all data to the air traffic controller on a single screen. And as mentioned at the beginning of the article, this is the trend in traffic control all over the world. Slovenia Control has chosen to take these steps gradually and with as little disruption as possible.