WORLDWIDE LEADER IN SEQUENCING AND METERING TOOLS

- At 28 airports worldwide, with world’s first operational DMAN tool at Paris-Charles-de-Gaulle Airport
- Decision support tools for airspace or surface traffic management
- Standalone system or integrated into ATC Systems
- Increases collaboration among stakeholders and supports CDM process
- Used in SESAR operational evaluations, including I4D arrival management
- Compliant with ICAO ASBU Block 0 and Block 1

AEROSPACE

Maestro

AMAN / DMAN solution for Collaborative Airspace and Surface management
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**BENEFITS FOR ANSP AND AIRSPACE USERS**
- Optimum utilization of airspace and runway capacity
  - 10% capacity increase in Copenhagen.
  - 28 arrivals per hour at Nice Airport (vs. 26 without Maestro)
- Minimized delays both in nominal and degraded conditions:
  - punctuality up by 10% for departures at Paris-CDG Airport.
- Reduction of fuel consumption and gas emissions:
  - 14 T of fuel and 44 T of CO2 emissions per day saved for departures at Paris-CDG Airport.
  - 7M AUS$ of fuel saved for airlines after AMAN deployment in Sydney for the 2000 Olympic Games.
- Reduction of the controllers’ workload and harmonization of working methods between Approach and En-route.
- Optimization of departure/arrival process: information is shared with external systems to ensure collaboration between all actors.

**CAPABILITIES**
- An integrated AMAN/DMAN solution compliant with the airport collaborative decision making (A-CDM) process.
- A multi-airport and multi-runway decision-support tool for one or several Terminal Approach Areas (TMA).
- System for Approach, En-Route and Tower controllers, Apron / Ramp operators and AOC operators with the computed sequence timeline and the control actions to properly expedite the traffic, including what-if function.
- Collaborative solution with airlines: sharing statistics of traffic load, delays, and handling preferences and priorities (Swap).

**SERVICES**
- Training delivered by former air traffic controllers and experts ensuring your operational and technical staff are quickly autonomous.
- The controller and human factor team is able to tune Maestro to ensure compliance to your needs and environment.
- Training and experimentations on various platforms (e.g. Scansim, Eurocontrol).

**THE FUTURE IS A REALITY FOR MAESTRO**
- Compliant with ICAO ASBU Block 0 and Block 1.
- Used in the SESAR I4D operational test flight in 2012.

**REFERENCES**
- MAESTRO AMAN is used worldwide including Paris-CDG, Johannesburg, Sydney, and Bangkok.
- MAESTRO DMAN in operation in Paris-CDG, the busiest European airport in aircraft movements.

**ARCHITECTURE**
- Open architecture, fully integrated with TopSky – ATM Solutions and able to integrate 3rd party systems.
- Scalable and reliable operation by allowing a dual Linux based server system to work in Normal/Hot-standby mode.
- Web architecture to support exchanges with airlines.

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