

Using GIS data to improve airspace safety & efficiency

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Providing the Northeastern United States with aerial photography and photogrammetric mapping products and services

A few relevant aspects of NextGen

- Airports GIS online mapping warehouse
- **ADS-B** Automatic Dependent Surveillance-Broadcast equipment will llink location data between aircraft & ATC to replace radar location
- NVS Voice System will replace radio communications
- Data Comm & Flight Deck enhancements will allow pilots access to digital information including approaches, traffic, weather (CSS-WX)
- Enhanced Low-Visibility operations improve landing safety
- Collaborative Air Traffic Management (CATMT) will allow multiple air traffic controllers to share information & improve efficiency

Anticipated benefits of NextGen

- Reduced fuel consumption and emissions
- Speed up travel by reducing delays due to congestion
- Improved cockpit weather information access
- NVS voice system improves comunicatations existing radio
- **ADS-B uses GPS** to improve aircraft location data, replacing radar to increase efficiency and avoid collisions

Airports GIS program basics

- An **online portal** to store geographic information
- Users can **upload changes** in location of safety-critical features such as runway ends, thresholds, navigational aids
- Can also store **many different features** such as property lines, noise contours, pretty much anything related to the airport
- After upload the FAA & NGS can **check for accuracy** and completeness

Obstruction Analysis

- One of the aspects we've been closely involved in
- Photogrammetry & LiDAR used to analyze imaginary surfaces
- Any change in runway endpoint or threshold requires obstacle analysis
- Potential obstacles are attributed as to surface affected, elevation, type
- Safety-critical features, geodetic control points, all pavements & markings are re-surveyed & submitted

KSLK Adirondack Regional

Saranac Lake, New York



KSLK Adirondack Regional (Runway 27 Threshold Change)





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