



Common European 4D Air Traffic Management (ATM) System

Collaboration

Founded by

ENAIRE
DFS
NATS

Joining member

AVINOR
ORO NAVIGACIJA
PANSA
LVNL

and
Indra
as technology partner

iTEC Timeline

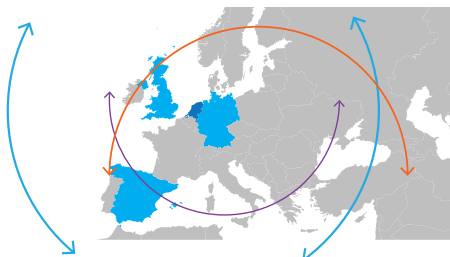
- 2007 iTEC Kick-off with DFS, ENAIRE and NATS, with Indra as technology partner
- 2011 LVNL joins iTEC Alliance
- 2014 2015 First version of iTEC ready
- 2015 Signing of the iTEC-CWP collaboration agreement: the new generation Controller Working Position (CWP) integrates seamlessly with iTEC
- 2016 iTEC enters into operation in Prestwick (UK)
Avinor joins iTEC Alliance
- 2017 iTEC Centre. Automation System (iCAS) goes live in Karlsruhe (Germany)
ORO NAVIGACIJA and PANSA joins the iTEC Alliance

Looking ahead

iTEC completes deployment at UK NATS, German DFS, Spanish ENAIRE, the Netherlands LVNL, Lithuania's ORO NAVIGACIJA and Poland's PANSA area control centres.

New generation

common ATM system to improve air traffic management



Supports and enables the

Single European Sky

through harmonisation of ATM System

Open to new partners

Other countries in Europe and worldwide can join this initiative



A flexible solution

Partners share the core features of the system. You can build on it to adapt it to particular needs



Benefits from joining the project

**iTEC IS ON THE RIGHT PATH
READY TO ENTER INTO OPERATION**

Risks shared by partners



Cost development reduction



Speed-up development



Sharing of best practices



User-centred design





iTEC in figures

iTEC will manage the air space under responsibility of **7 different ANSPs**

Over 7 million flights a year

18 control centres

It will support flights in some of the most complex airspace in Europe: UK, Germany, Spain, the Netherlands, Norway, Lithuania and Poland

Operational Savings

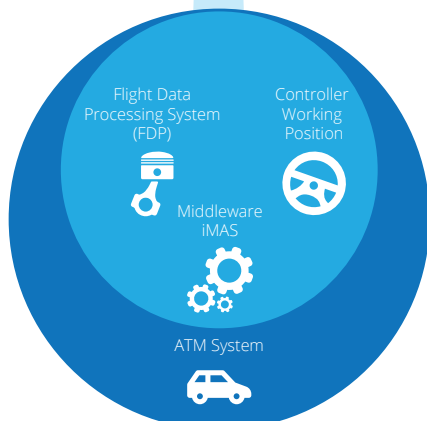
Less fuel consumption
CO₂ emissions reduction
Direct routes
Cost savings for airlines
Increase of air space capacity

New generation ATM system features

4D trajectory flight system
Improved conflict detection tools
Trajectory conformance monitoring
SWIM

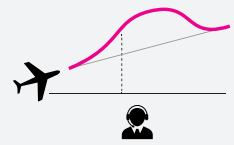
An intelligent and cost effective solution for ATM

ATM system parts



iTEC

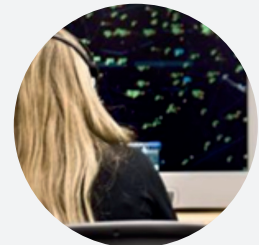
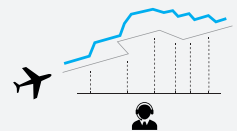
TRAJECTORY BASED



Future

ATC based on where we **KNOW** the aircraft will be throughout its entire trajectory

NOT TRAJECTORY BASED



Present

ATC based on where we **KNOW** the aircraft is, but with limited prediction



Past

ATC based on where we **THOUGHT** the aircraft was