



**HAL**  
open science

# Immersive solutions for future Air Traffic Control and Management

Maxime Cordeil, Tim Dwyer, Christophe Hurter

► **To cite this version:**

Maxime Cordeil, Tim Dwyer, Christophe Hurter. Immersive solutions for future Air Traffic Control and Management. ISS Companion '16, ACM Companion on Interactive Surfaces and Spaces , Nov 2016, Niagara Falls, Canada. pp 25-31, ISBN: 978-1-4503-4530-9 10.1145/3009939.3009944 . hal-01405290

**HAL Id: hal-01405290**

**<https://enac.hal.science/hal-01405290v1>**

Submitted on 14 Feb 2017

**HAL** is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.

---

# Immersive solutions for future Air Traffic Control and Management

Maxime Cordeil  
Monash University  
900 Dandenong Rd  
Melbourne, Victoria Australia  
maxime.cordeil@gmail.com

Tim Dwyer  
Monash University  
900 Dandenong Rd  
Melbourne, Victoria Australia  
tim.dwyer@monash.edu

Christophe Hurter  
University of Toulouse  
Toulouse, France  
christophe.hurter@enac.fr

## Abstract

In this paper we review the activities of Air Traffic Control and Management (ATC/M) and expose scenarios that illustrate current and future challenges in this domain. In particular we look at those challenges that can be tackled with the use of immersion. We introduce the concepts of an immersive Remote Tower and Collaborative Immersive Trajectory analysis. These make use of immersive technologies such as Head Mounted Displays (HMDs) or large, tiled displays to immerse users in their tasks, better supporting the management and analysis of the complex data produced in this domain.

## Author Keywords

Air Traffic Control, Air Traffic Management, Oculus Rift, Head-mounted display, Trajectories Visualisation, Remote Tower, Immersive Analytics

## ACM Classification Keywords

H.5.m [Information interfaces and presentation (e.g., HCI)]: Miscellaneous.

## Introduction and Background

Air Traffic Control and Management (ATC and ATM) are activities involving the management of critical data at different times. In ATC, Air Traffic Controllers (ATCos) have to analyze copious information in real-time to

maintain traffic and security. In ATM, expert analysts analyse offline large amounts of recorded data such as aircraft trajectories in order to understand past situations and improve future procedures. ATC is a multi-modal computer-supported cooperative work (CSCW) activity that involves "live" aircraft data visualisations along with many unstructured and complex data sources like audio communications. The main purpose of ATC is to maintain a safe distance between aircraft. With a predicted continual increase [3], air traffic is becoming more and more dense and complex to manage in real-time and also to analyse offline to improve its security and efficiency. Therefore, research and development in this domain remains very active and seeks to provide new solutions to improve security in this context. The focus of this paper is to present a set of innovative Immersive solutions for ATC/M that aims to support the ATCOs and managers work in this increasingly complex environment. In this context, we introduce the concept of an Immersive Tower that aims to provide new real-time support and Collaborative Immersive trajectory analysis. This, in turn, aims to provide new ways to enhance remote aircraft trajectory analysis.

There is previous work investigating ATM and ATC from different perspectives, including tangible interaction, augmented reality and data visualisation.

#### Augmented Paper Strip

Air Traffic Controllers (ATCO) monitor traffic through real-time radar screens and communicate to pilots with radio systems. In addition, controllers use paper strips: one strip per aircraft with its planned flight route and additional information. Controllers can annotate, grasp, move, and organize these paper strips on a stripboard, using these tangible interactions to organize their mental

picture [11]. Unfortunately, paper strips do not bridge the gap between the physical and digital worlds. Once printed the paper strip cannot be updated, nor can the information reported on the strip be used as input into the system. This strong limitation hinders the development of more advanced ATC systems. For example, ideally more accurate future aircraft locations, complex conflict detections and resolutions all need to be available in real-time. Taking this limitation into account, the StripTIC (Stripping Tangible Interface for Controllers) system has been developed. This prototype combines augmented paper and digital pens on a multitouch glass stripboard, using vision-based tracking and augmented rear and front projections [8]. In this system, the user can manipulate the paper strips as tangible objects and use gestures to fulfill air traffic management [13]. StripTIC is the first attempt to support ATC activity with an immersive environment augmented with tangible objects (paper strips) and multi-modalities (pen, touch, tangible objects). The work presented in this paper is a direct extension of this StripTIC prototype.

#### Air Traffic Data Analysis

Air Traffic Analysis can be performed with many different tools to extract knowledge from real-time or recorded information (i.e. aircraft trajectories). All of these tools can help to better understand traffic structure and evolution thanks to different metrics and interaction techniques [5]. Traffic can be analyzed from a flow perspective; the users can better compare recorded trajectories and dig into their temporal evolution [14]. Flow can also be visually explored thanks to simplification techniques like Edge Bundling [7]. The dynamics of such flows can be analyzed with dynamic network [6] and schematization techniques [9]. Flow dynamics can also be extracted with visual analytics tools [1]. Finally, this flow

analysis can provide unexpected information like meteorological parameters (i.e. wind direction) [4]. Few interaction techniques exist to manipulate a large quantity of aircraft trajectories. Fromdady shows the first instance of such a paradigm [10].

### Remote Tower and immersive environment

To maintain and improve safety and efficiency in ATC, the service providers need to constantly innovate with new systems and devices. The Remote Tower (RT) concept belongs to one of the most recent innovations [12]. The RT (Figure 1) fulfills ATC services from a location remote from the original control tower. A mast is deployed on the airfield with various sensors (cameras, radio antenna, etc.) and a video stream with additional information is transmitted to a remote site thanks to network communication systems. Many countries have started developing RTs to lower the building costs compared to actual tower and to provide ATC services in low-traffic or difficult-to-access aerodromes. In order to better understand the RT challenges, we summarize in the following the design requirements of this concept:



Figure 1: Typical Remote Tower room.



Figure 2: Mast with cameras for the Remote Tower concept.

**Lowering costs:** the RT project aims primarily to reduce operating costs and maintenance of small airfields. When the traffic density of an airfield is low, it is not profitable to maintain a control tower and its associated infrastructure.

**Increasing the flexibility of air navigation service.** The opening hours of an airfield and the remote tower system operating mode could be adapted to the traffic density.

**Restoring service in aerodromes with difficult access.** Using a remote tower system, the technology is able to re-establish air navigation service in areas that are difficult to access or have unfavorable climate.

An alternate solution for large airports: in airports where the traffic density is high, it can be beneficial to have an additional control position. This also maintains continuity of service should any problems occur.

Further, a relatively high traffic-management capacity can be maintained.

**Increasing capacity:** air traffic is expected to double in the next twenty years [3]. It is therefore essential for airports with high traffic density to increase their capacity. Furthermore, RT will provide a suitable solution when the traffic capacity has to be reduced due to low visibility conditions.

### Usage Scenarios

Taking into account the RT design requirements, we identified many scenarios where immersive environments may improve ATC activity. These scenarios were designed during one brainstorming session with two HCI researchers, one research engineer and two expert ATCo.

**Scenario: low visibility** It is 9pm and there is heavy fog at the airport. Traffic density is high, which creates additional pressure on the ATCo. The ATCo cannot see either end of the runway and is controlling traffic following low-visibility rules. Since the ATCo cannot directly see the traffic, it is essential to use stop bars (mandatory stop locations close to the runway) to prevent undesirable actions. One aircraft is on final approach and another aircraft is waiting on a holding point for the departure. The ATCo has given the incoming aircraft a landing authorization and is waiting for the pilot to report when it has vacated the runway. After receiving the report, the ATCo gives the line-up authorization (i.e. clearance) for the holding aircraft and turns off the stop bar lights. Due to the low visibility rules, this common situation takes much longer time than normally, so the capacity the airport decreases markedly. One solution is to

use thermal/infrared vision with virtual labels. Due to the low visibility, the ATCo turns on thermal vision to enhance the monitoring. This enables the controller to view the aircraft that is waiting at the holding point and the aircraft on final approach. The ATCo can additionally see the information displayed in the virtual labels that are linked to the aircraft. When the aircraft has landed and the ATCo confirms by the position of the labels that the landing was successful and it has passed the waiting aircraft, clearance for the waiting aircraft to line up on the runway is given. As the aircraft starts moving, the ATCo receives feedback of the action on the label. The thermal/infrared vision allows the controller to see when the runway is vacated and can give take-off clearance with no delay. Having thermal/infrared vision and virtual labels in a control tower can increase the ATCo's situational awareness, especially in low visibility. It is also beneficial for safety and efficiency concerns. However, if there are several aircraft near each other, the amount of labels could confuse the controller and cause dangerous situations.



Figure 3: The immersive environment for the Remote Tower concept.

Scenario: Sound location It is 2pm. There are several small (e.g. VFR, Visual Flight Rules) and large (e.g. IFR, Instrument Flight Rules) aircraft in the airspace. A new aircraft enters the airspace and contacts the tower. The ATCo now knows the approximate position of the aircraft, but is unable to obtain visual contact because there are other aircraft in the same direction. A candidate solution is to use a sound location system. The RT has a surround system which reproduces any sound from an airport at its actual location. For example, if an aircraft that is contacting the tower is situated to the left of the controller, its emitting sound will come from the left. The system also indicates the distance from the airport by modulating the speech of the pilots that are further away. This allows the ATCo to distinguish the location of the

aircraft and to obtain visual contact. The surround system gives the ATCos additional information about the aircraft's position, which in turn can increase working speed. Spotting an aircraft from a tower can be difficult, even in good weather, but the help of the sound system may allow aircraft to be identified faster.

### Immersive environment Implementation for ATC

The previous scenarios give a suitable overview of potential usage of immersive environment for ATC. In this section, we detail the implementation of our working prototype (Figure 3). In this prototype, the user wears an Oculus Rift<sup>1</sup> HMD and is immersed in a 360-degree visual environment of a selected airfield. The user changes point of view on the field with a vertical mid-air gesture. An horizontal mid-air gesture changes the visualisation to an infrared light source view (for low visibility cases). When the user gazes at an aircraft, the system displays the corresponding information (e.g. aircraft name, company). The 360 views use 8 images mapped on a sky box. Hand gestures are tracked with a Leapmotion<sup>2</sup>, and we used the Unity<sup>3</sup> game engine to integrate the HMD and 3D immersion.

Naturally, due to the prototypical nature of our current RT implementation, efficient interactions and visualisation techniques need to be explored and tested. However, this RT prototype helps us to better grasp how new interactions can leverage user activity in a Remote Tower. Several Air Traffic Controllers experimented this environment with simulated traffic, and they all agree that this prototype is an interesting proof of concept. This

<sup>1</sup>[www.oculus.com](http://www.oculus.com)

<sup>2</sup>[www.leapmotion.com](http://www.leapmotion.com)

<sup>3</sup>[unity3d.com](http://unity3d.com)

prototype is the first step towards more advanced features to support immersion for the Remote Tower concept.

### Immersive Analysis of air traffic data

In the previous section we presented scenarios with immersive solutions for real time ATC. In the following, we discuss immersive solutions for off-line traffic analysis. ATC/M analysts deal with big records of air traffic data; for instance one day of recorded traffic over France (Figure 4). The analysts' particular interests are the understanding of non-nominal situations. In the following we present a scenario where traffic was abnormal, and how analysts collaborate from distant sites to understand how the traffic was handled in those conditions.

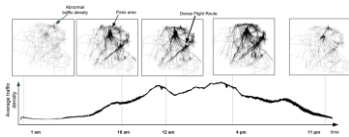


Figure 4: visualisation of density of one day of air traffic over France (500,000 multidimensional data points). The upper geographical visualisations show accumulated aircraft trajectories at different times of day (longitude and latitude are mapped to the X and Y axis). The lower visualisation is a density curve which shows the relative peaks of traffic.

### Unusual stack formation due to degraded weather

London-Brussels-Frankfurt-Milan-Paris form the "core area" where high density of aircraft occurs in different traffic volumes. A group of Air Traffic Managers visualize traffic data that corresponds to a particular day where ATCos rerouted a set of aircraft (Figure 4), leading one of the pilots to decide to land in Paris instead of Brussels. Using a visualisation of traffic density, the analysts found that around 1 AM an abnormal peak of density occurred in the Reims sector (north east of France). After a search of meteorological data records, the analysts discovered that the weather conditions were severely degraded and aircraft could not land in Brussels since the airfield was closed. The experts then extract the traffic data which correspond to this area and at this time of the day and visualize the trajectories. They observe the formation of a stack of aircraft in the Reims Area (green trajectories Figure 5 (2) and (3), showing a pile of aircraft lying in circle on top of each other): aircraft were put on hold before either landing in Paris or Brussels. With a visual analysis, the experts discover that the plane that landed in

Paris instead of Brussels was put on hold in this stack, and took the decision to land in Paris. This type of situation can occur when an aircraft runs out of fuel and cannot wait any longer in an holding stack. It is relevant for the group of experts to understand how and why the pilot took this decision. Hence the analysts need to get in touch with the ATC Center in Reims in order to collaborate with them to understand how this stack was handled in such a situation.

### Immersive & Collaborative Trajectories Visualisation

The previous scenario illustrates the need for collaborative and immersive aircraft trajectories visualisation to support common understanding, share expertise and report situations from distant sites. Typically, this scenario is supported with 2D visualisation tools to show 3D aircraft trajectories, combined with video conferencing systems to share insights from distant sites. This communication support is not optimal for viewers when presenters navigate in the visualisation (e.g. when they perform pan and zoom operations), and describe and point at 3D data with 2D visualisations. We strongly hypothesise that the use of immersive technologies similar to the ones used in the Remote Tower (HMDs, hand tracking devices) will improve collaboration by enhancing spatial cognition and situational awareness by providing spatial affordances to analyse copious 3D trajectories.

For that purpose, we developed a prototype for collaborative aircraft trajectory visualisation that allows multiple users to analyse together a large quantity of aircraft trajectories using HMDs and hand tracking devices. As a collaborative platform for immersive big data visualisation, we identified the following design requirements:

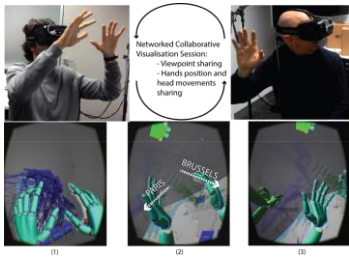


Figure 5: Top: Two remote users using the collaborative visualization platform. Each user wears an Oculus Rift DK2 head-mounted display, equipped with a Leap Motion device that enables hand tracking. Bottom: Visual representation of the remote collaborative session in the Unity client. The session starts with an overview of the data set (1), here we have a day of air traffic data over France. An expert sends a rendezvous position to the other viewer and explains how the stack was formed and handled (2). The two participants share the same virtual space, discuss orally via VOIP and can describe and show particular spatial arrangements of trajectories directly with their hands (green and blue hands (3))

RQ1 Immersive visualisation Users are visually immersed in the trajectory visualisations (stereo vision, head-tracking, change of point of view and position).

RQ2 Position indication and interactive rendez-vous The system indicates users' positions, and users can invite each other to share point of view.

RQ3 Pointing and Gaze The system supports users' pointing and gaze sharing to augment the sense of presence.

RQ4 Filtering The users can filter trajectories of interest (e.g. time filtering).

RQ5 Collaboration Users can connect from different geographical sites.

To address these requirements, we created a networked Unity application that enables a connection between two users from remote sites (RQ5, Figure 5, top). Each user on each site uses an Oculus Rift that delivers an immersive visualisation experience with stereo vision and head-tracking (RQ1, Figure 5, top). The hands and fingers of the users are tracked with a Leap Motion device (RQ3), and users view a high-fidelity feedback of the movement and position of their own hands in the Oculus Rift (Figure 5 (1)). Users can change their viewpoint by leaning and rotating their heads with the help of the head-tracking of the Oculus Rift. Users can navigate in the visualisation using a combination of gaze direction and the use of a game pad (RQ2). We developed a rendezvous interaction that allows each user to send their location in the virtual environment. The distant user receives a notification: an incoming message in their field of view. We developed basic filtering operations such that users can replay the traffic with the game pad (time filtering) and change the opacity of the trajectories (visual filtering to reduce clutter) (RQ4). The head and hand positions and rotations of each users are sent over the network

using socket communication. Oral communication is supported with VOIP clients such as Skype or Zoom.

This platform is a first prototype that aims to improve communication between remotely located ATC experts. With this novel and visually immersive prototype, the groups of experts from the previous stack formation scenario can connect with experts in Reims and run a collaborative visualisation session (Figure 5, top). The users start with an overview of the traffic (Figure 5 (1)). The expert in Reims navigates to the stack and sends a virtual rendezvous to share the relevant point of view to the distant user. Once the two users are at the same position in the virtual environment, the expert explains the formation of the stack with the use of his hands in the 3D environment. The expert explains how the planes were managed in this stack and how they were sequenced for landing in Paris and Brussels (Figure 5 (2), the green stack of aircraft trajectories). During the session, the two users are immersed in the three dimensional traffic trajectories and benefit from the annotations that the system offers. They can directly point at 3D trajectories with their hands and analyze the data collaboratively (Figure 5 (3)).

## Conclusion And Future work

In this paper we exposed real-time and on-line ATC/M scenarios and how those activities can be supported with the use of different immersive solutions. In particular, we showed two immersive ATC/M prototypes for control and data analysis. We introduced the Remote Tower, where the user can grasp the potential of an immersive environment to fulfill ATC tasks. This technique is promising but work remains to develop new interactions and visualisation techniques and to validate them. We also presented an early collaborative and immersive

prototype tool which enables experts to collaborate from distant sites with the use of HMDs and hand tracking devices. We believe that this type of platform will reduce users' cognitive efforts when collaboratively analyzing trajectories, and improve their work flow and comprehension of traffic (a recent study showed the benefits of collaboration with head mounted displays [2]). However, further work is needed to refine the design, evaluate and validate this platform with expert users.

## References

- [1] Andrienko, G., Andrienko, N., Hurter, C., Rinzivillo, S., and Wrobel, S. Scalable analysis of movement data for extracting and exploring significant places. *IEEE Transactions on Visualization and Computer Graphics* 19, 7 (July 2013), 1078{1094.
- [2] Cordeil, M., Dwyer, T., Klein, K., Laha, B., Marriot, K., and Thomas, B. H. Immersive collaborative analysis of network connectivity: CAVE-style or head-mounted display? *IEEE Transactions on Visualization and Computer Graphics* (2016), 1{1.
- [3] Eurocontrol. Challenges of growth 2013. <http://www.eurocontrol.int/articles/challenges-growth>.
- [4] Hurter, C., Alligier, R., Gianazza, D., Puechmorel, S., Andrienko, G., and Andrienko, N. Wind parameters extraction from aircraft trajectories. *Computers, Environment and Urban Systems* 47 (2014), 28 { 43. Progress in Movement Analysis Experiences with Real Data.
- [5] Hurter, C., Conversy, S., Gianazza, D., and Telea, A. Interactive image-based information visualization for aircraft trajectory analysis. *Transportation Research Part C: Emerging Technologies* (2014).
- [6] Hurter, C., Ersoy, O., Fabrikant, S. I., Klein, T. R., and Telea, A. C. Bundled visualization of dynamic graph and trail data. *IEEE Transactions on Visualization and Computer Graphics* 20, 8 (Aug 2014), 1141{1157.
- [7] Hurter, C., Ersoy, O., and Telea, A. Graph bundling by kernel density estimation. *Comput. Graph. Forum* 31, 3pt1 (June 2012), 865{874.
- [8] Hurter, C., Lesbordes, R., Letondal, C., Vinot, J.-L., and Conversy, S. Strip'tic: Exploring augmented paper strips for air traffic controllers. In *Proceedings of the International Working Conference on Advanced Visual Interfaces, AVI '12*, ACM (New York, NY, USA, 2012), 225{232.
- [9] Hurter, C., Serrurier, M., Alonso, R., Tabart, G., and Vinot, J.-L. An automatic generation of schematic maps to display flight routes for air traffic controllers: Structure and color optimization. In *Proceedings of the International Conference on Advanced Visual Interfaces, AVI '10*, ACM (New York, NY, USA, 2010), 233{240.
- [10] Hurter, C., Tissoires, B., and Conversy, S. From dady: Spreading aircraft trajectories across views to support iterative queries. *IEEE Transactions on Visualization and Computer Graphics* 15, 6 (Nov. 2009), 1017{1024.
- [11] MacKay, W. E. Is paper safer? the role of paper flight strips in air traffic control. *ACM Trans. Comput.-Hum. Interact.* 6, 4 (Dec. 1999), 311{340.
- [12] N., F. *Virtual and Remote Control Tower. Research, Design, Development and Validation*. Springer, Research Topics in Aerospace, 2016.
- [13] Savery, C., Hurter, C., Lesbordes, R., Cordeil, M., and Graham, T. C. N. When Paper Meets Multi-touch: A Study of Multi-modal Interactions in Air Traffic Control. 2013, 196{213.



[14] Scheepens, R., Hurter, C., Wetering, H. V. D., and Wijk, J. J. V. Visualization, selection, and analysis of trajectories. *IEEE Transactions on Visualization and*

*Computer Graphics* 22, 1 (Jan 2016), 379{388.