

[08 – Air Transport System Efficiency]

## 11.8 \_ Separation Management

<b>Date</b>	28 September 2016 (Wednesday)
<b>Time</b>	16:00–18:00
<b>Place</b>	Track 11 (#206+207+208)
<b>Session Chair: R. Graham</b>	

<b>11.8.1</b>	<b>16:00–16:30</b>	<b>[2016_0287] OPTIMAL SEQUENCING IN ATM COMBINING GENETIC ALGORITHMS AND GRADIENT BASED METHODS TO A BILEVEL APPROACH</b> B. Grüter <sup>1</sup> , M. Bittner <sup>1</sup> , M. Rieck <sup>1</sup> , J. Diepolder <sup>1</sup> , F. Holzapfel <sup>1</sup> ; <sup>1</sup> Institute of Flight System Dynamics, TU München, Germany
<b>11.8.2</b>	<b>16:30–17:00</b>	<b>[2016_0230] WAKE TURBULENCE RE-CATEGORISATION ON APPROACH AND DEPARTURE FOR SAFE AND MORE EFFICIENT AIR TRAFFIC MANAGEMENT</b> F. Rooseleer <sup>1</sup> , V. Treve <sup>1</sup> , I. De Visscher, Wake Prediction Technologies (WaPT), Belgium; R. Graham <sup>1</sup> ; <sup>1</sup> EUROCONTROL, Belgium
<b>11.8.3</b>	<b>17:00–17:30</b>	<b>[2016_0202] AIRBORNE COLLISION AVOIDANCE CONSIDERATIONS FOR SIMULTANEOUS PARALLEL APPROACH OPERATIONS</b> S.R. Conway <sup>1</sup> , M.B. Lapis <sup>1</sup> , J.D. Musiak <sup>1</sup> , M.L. Ulrey <sup>1</sup> , C. Hanes, German Aerospace Center, Germany; <sup>1</sup> Boeing, United States
<b>11.8.4</b>	<b>17:30–18:00</b>	<b>[2016_0033] NONLINEAR OPTIMAL CONFLICT RESOLUTION SOLVED WITH PARTICLE SWARM OPTIMIZATION</b> Y.K. Hong <sup>1</sup> , Y.D. Kim <sup>1</sup> , K.J. Lee, Korea Aerospace University, South Korea; <sup>1</sup> Seoul National University, South Korea