

AIR NAVIGATION SERVICES NEWS

Taiwan's air navigation service provider Air Navigation and Weather Service (ANWS) has selected the Frequentis MET and ATIS solution for Kinmen International Airport. Frequentis and its Taiwanese partner, Ring Line, will supply ANWS with a fully integrated meteorological system and ATIS solution. Ring Line will install its Automatic Weather Observation System (AWOS), while Frequentis will supply the latest release of smartMET and smartATIS, both part of the company's TAPtools® product family. Installation of the new systems is designed to lead to significant increases in operational efficiency.

smartMET collates all required meteorological information within a single visual display, giving an immediate overview of local weather conditions. This display features a virtual runway layout, superimposed with the wind's speed, direction and crosswind and tailwind components. smartATIS has been developed on a robust and scalable platform as a flexible application with high-quality audio and a user-friendly HMI. Its design is focused on long-term end-user satisfaction. -- The TAPtools products are designed to communicate with each other via a standardized interface, thereby supporting inter-product functionality. The products are scalable - from small airports to large ATM implementations. #860.ATC1

Airservices Australia and Naverus have signed a contract that will lay the foundation for the world's first nationwide Performance-Based Navigation (PBN) network. Airservices CEO, Greg Russell, and Naverus CEO, Steve Forte, explained to more than 170 world delegates gathered at the recent Civil Air Navigation Services Organization (CANSO) Annual General Meeting in San Diego, CA/U.S.A. that the initiative was the first of its kind in the world. In a ground-breaking move, Airservices Australia and Naverus, a global PBN solutions provider, will develop Required Navigation Performance (RNP) procedures for arrival and departure flight paths at up to 28 major airports around Australia over the next five years. According to Russell and Forte, the programme could create a reduction of 122 million tonnes of CO2 emissions and save 39 million kg of fuel per year based on actual flight-trial experience at Brisbane. The new RNP procedures will be similar to those designed by Naverus for the 2007 Brisbane Green Trial, conducted by Airservices and Qantas. These procedures are saving, on average, 2.6 minutes of flying time, 125 kg of fuel, and 390 kg of CO2 per flight compared to standard approach procedures into Brisbane Airport. Naverus CEO Forte said the company was delighted to continue its partnership with Airservices on a leading environmental initiative. "Reducing the impact of aircraft on the environment is a priority worldwide for all elements of the aviation industry." #860.ATC2

Rohde & Schwarz Professional Mobile Radio (PMR) has developed an all-in-one solution for small and regional TETRA digital radio networks. ACCESSNET®-T CAMPUS IP is a compact TETRA system that offers exchange, base station, and gateways in a single box. This makes the system particularly suitable for small to medium-sized enterprises, the operators of event venues or security systems. The new system is highly scalable and flexible and can be expanded to up to three base stations. In addition, it can be combined with components from the ACCESSNET®-T product family to set up a large network. Communications via the public telephone system via an SIP-based (session initiation protocol) telephone interface are also possible. Dr Georg Haubs, President & CEO of Rohde & Schwarz Professional Mobile Radio, said: "Our new product is an ideal entry-level solution for professional digital

mobile radio. The TETRA system is compact, easy to install and intuitive in its operation. The favourably priced base version can be expanded by our customers at any time all the way up to a large network.”
#860.ATC3

Italy's Argos Ingegneria S.p.A. was called in earlier in 2009 to measure and align twelve PAPI units on Runway 06/23 at Brindisi Airport, using its Photometric Measurement System (SMF). Argos offers a broad range of products particularly suitable for the maintenance of photometric systems, by checking out system performance like AVL plants (approaching path, PAPI, runway, taxiways). SMF is available in four different configurations: static measurement of focus under check-out; a lab system for typical and parametric measurements of installed focus; a system for static measurements used for regular maintenance and for calibration of PAPI systems. With this new system a costly flight-and-correct procedure to calibrate PAPI lights is no longer needed. Instead, a system for mobile measurements, installed on board a vehicle, is used for regular maintenance of AVL systems. These measurements are possible on all signals available in order to check out their photometric parameters and are carried out in a very short time.

Ten Italian airport companies already have used the Argos technology to calibrate their PAPIs since it was first introduced about a year ago (#826.ATC2). The technology has also been exported to Germany, Spain, and Malaysia. The civil aviation authorities of the Sudan and Taiwan have also decided to use the cost-effective technology rather than the expensive flight calibration. Mitel Broadband, the sales agent of Argos in Taiwan, will market the technology in Cambodia, China, Thailand, and Vietnam. The technology has also won certification in the U.S.A. (FAA) and in France (STAC).
#860.ATC4

Ancona-Falconara Airport in Italy has Europe's first photovoltaic control tower producing 25% of the power its operations require, says ENAV SpA, Italy's ANSP. At a grid price of EUR 0.36 per kW/h of electricity, the saving is EUR 0.15 per kW/h – and it is a clean energy provided by the grid-connected solar cells, installed in 245 modules on a surface of 870 m². The area covers suitable surfaces on the tower roof, on a shaded carpark, and on other buildings. The total cost of the installation was about EUR 340 000. ENAV and its TechnoSky subsidiary plan to install similar systems at other towers in Italy. #860.ATC5

CANVASAR III, an updated version of DSE Airport Division's existing ILS control and monitoring system, has been approved for operational use at Copenhagen Airport by SLV, Denmark's air navigation service provider. CANVASAR is a significant part of the ASMGCS system controlling all ILS equipment. The new generation offers improved and time-saving function for the technical staff in terms of real-time monitoring and operational statistics for all ILS (and ILS related) equipment. #860.ATC6

Comsoft has successfully completed of site acceptance tests for their state-of-the-art Aeronautical Information Management (AIM) system in Vietnam. Just a few weeks after a smooth conclusion of the system's factory acceptance tests in Germany (#858.ATC3), the new AIM solution of the Vietnamese air navigation service provider VANScorp has passed all items on the test agenda for on-site acceptance. Comsoft supplied VANScorp with a country-spanning AIM network with a total of 22 locations involved. The system's central database, located in Hanoi, manages both static and

dynamic AIS data. NOTAM, OPMET, flight planning, local and web-based integrated briefing, charting, and electronic AIP procedures are incorporated as elaborate workflows. The fully integrated AIM design, paired with its feature to grant authorized users access to certain documentation services such as NOTAMs, weather charts, AIPs and Search & Rescue information via a web-based application, turned VANScorp into an operator of industry leading AIM technology in the Asia-Pacific region. #860.ATC7

A jury of 17 international experts has honoured the prototype of an ATC tower human-machine interface with the prestigious iF communication design award. The prototype was developed co-operatively for the Competitive Airport (WFF) project by the DFS Deutsche Flugsicherung GmbH (German Air Navigation Services), delair Air Traffic Systems GmbH, and the Institute of Ergonomics of Darmstadt Technical University. WFF is a co-operative project sponsored by the Germany Federal Ministry of Economics & Technology and co-ordinated by DFS. The user interface combines planning information of arrivals and departures with the current traffic situation, and the information is shown in an appropriate, ergonomic and aesthetic way. The extremely fast development cycle was carried through as an iterative design process by the very tight and effective co-operation between design, ergonomics, system development and future users. Concepts and prototypes were evaluated with the users at an early stage and regularly in the frame of real-time simulations, and the resulting modifications were integrated directly into the design. A production system, based on the prototype, will be deployed by DFS in the new tower buildings in Frankfurt and Berlin.

-- Since its introduction in 1953, the iF design award is a consistent, notable trademark in the field of distinguished design. Companies and design offices efficiently apply the iF label in their communication as visible indication for product and service quality, and the iF award helps each customer of design-oriented products to orientate himself in the market. #860.ATC8

NATS, the U.K.'s leading air navigation service provider, has reported a strong set of financial results for the year ended 31 March 2009. The group also maintained its safety record, provided customers with good operational service and continued to deliver on its critical investment projects. NATS Holdings Ltd and its subsidiaries reported a turnover of GBP 767.3 million compared with GBP 742.5 for the previous year, and a pre-tax profit of GBP 135.5 million (2007/8: GBP 66.7 million). The group's underlying profit improved by GBP 38.4 million to GBP 143.9 million. Chief Executive Paul Barron said that, although the number of flights through U.K. airspace decreased significantly halfway through the year, the group's underlying profits improved through a combination of pricing linked to inflation, contract re-negotiations, cost containment and lower financing costs. The group also incurred significant exceptional staff restructuring and relocation costs in the year as it responded to the fall in traffic volumes and prepared for the entry into service of its ATC centre at Prestwick in 2010. Delay performance improved to 19.3 seconds per flight compared to 26.8 seconds in 2007/8 and, although lower traffic volumes contributed to this, 98.2% of the flights handled experienced no delays attributed to NATS. #860.ATC9

The Port Authority of New York/New Jersey (PANYNJ) and authorized airlines, through the Aviation Development Council (ADC), now have access to the Sensis Aerobahn® airport automation and management tool at JFK International Airport (#847.ATC9). ADC is sublicensing Aerobahn to PANYNJ, airlines and cargo carriers that operate out of JFK, providing key stakeholders with airport surface traffic and operational data that will enable fewer delays, improve airport efficiency and

reduce operating costs for airlines. PANYNJ and the airlines join the FAA, which is already using Aerobahn at JFK. Sensis Aerobahn combines airside operational information, such as flight schedules, with the exact location and identification of aircraft on the surface of the airport for a real-time, comprehensive view of surface operations. At JFK, the FAA's Airport Surface Detection Equipment, Model X (ASDE-X), an airport surface surveillance system deployed by Sensis, provides the highly accurate aircraft location and identification data to Aerobahn. "With Sensis Aerobahn, the Port Authority and the airline users will have the ability to better manage daily operations at JFK by having critical information that can significantly reduce taxi times and surface delays," said Bill Huisman, Executive Director of ADC. "This important operational system can also help to reduce fuel consumption and emissions, while providing a better travel experience to JFK's passengers." -- Sensis Aerobahn is operational in North America, Europe and Asia, providing airlines, airports and air navigation service providers with visibility into the status of critical airside operations. #860.ATC10

Automatic Dependent Surveillance-Broadcast (ADS-B) is set to trigger changes in global air traffic management on a scale that may surpass even that seen during the introduction of radar, more than 50 years ago. This technology offers improved situational awareness for both pilots and air traffic controllers and will improve both capacity and safety of air traffic systems. A symposium from SAE International, to be held at the National Transportation Safety Board Training Centre in Ashburn, VA/U.S.A. on 29-30 September 2009, will provide up-to-date developments and engineering information related to ADS-B and its companion technologies. In addition to providing the latest updates and innovations, the symposium will show how users can quickly adapt to and derive significant value from this new generation of satellite intensive ATM systems. Also, the symposium will provide a forum for keynote speaker Marion Blakey, President & CEO of the Aerospace Industries Association, to discuss how ADS-B can serve as an economic engine and help address financial challenges.

For details on the symposium, visit <http://www.sae.org/events/training/symposia/adsb/> #860.ATC11

Accipiter Radar has announced another first for its Accipiter® line of software-definable radars at Toronto City Centre Airport (TCCA). Accipiter has completed the installation and approval of a custom-developed application that provides automated alerts to controllers when targets of concern enter the marine exclusion zones. The Accipiter application integrates two radar systems and two cameras into a single hands-off display embedded into existing instrumentation consoles to minimize its footprint. Robert Deluce, CEO of Porter Airlines, the major tenant at TCCA whose expanding operations were in part responsible for the selection of Accipiter radars, said: "We needed a flexible, automated solution that would satisfy the particular needs of all stakeholders, and provide for growth, training, continuous data recording for incident management, and affordable life cycle support; and we needed it on a specific timeline. Accipiter delivered." Dr Tim J. Nohara, CEO of Accipiter, said that he believed the successful experience at TCCA was a model of co-operation that could be followed at other North American airports. #860.ATC12

Sabre Airline Solutions has released new proactive weather and air traffic management tools as part of Sabre AirCentre Flight Explorer, Release 9.1. The solution includes new state-of-the-art feature enhancements that will help airlines improve fleet management through weather events and airspace constraints alerts, reducing potential delays and maximizing fuel savings. The new tools feature a new graphical weather overlay, a dynamic Traffic Flow Management Reroute Advisory Product with

alerting functionality, flight status functionality, and new graphical domestic and international weather products. The system goes beyond flight tracking by incorporating multiple data feeds, dynamic weather overlays, situational alerts, weather forecasts and ATM tools to make Sabre Flight Explorer an essential flight operations management tool. Iliia Kostov, Vice President of Operations Solutions for Sabre Airline Solutions, said: "Our customers now have the ability to more proactively identify airspace constraints and significant weather events in order to make the necessary route adjustments to ensure the safety and on-time performance of their flights." -- The Sabre Flight Explorer solution is fully integrated with Sabre Airline Solution's flight planning capabilities. #860.ATC13

CANSO has announced the arrival of Mexico's ANSP SENEAM as a Full Member and Harris Corporation as a Silver Associate Member of the Association. Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) provides air navigation services across Mexico, and has entered into co-operative agreements with regional partners such as the FAA. In 2008 SENEAM handled more than 2 million flights at its 57 airports, plus another 60 000 overflights.

Harris is an international communications and information technology company serving government and commercial markets worldwide. Headquartered in Melbourne, Florida, the company has approximately USD 5 billion of annual revenue and 15 000 employees - including nearly 7000 engineers and scientists. #860.ATC14

Names

At the 13th CANSO AGM & CEO Conference in San Diego, Alexander ter Kuile announced his intention to step down as Secretary General of CANSO on completion of his third term in office at the end of 2009. On the opening day of the Conference Mr. ter Kuile informed the members of his decision not to renew his contract, stating that it had been a tough decision because he still saw clear potential for further growth and programme expansion of the Association. However, he clarified that after nine years at the helm of CANSO, it was time for new and fresh leadership to take the organisation to that next level of development. #860.ATC15

CANSO has announced the appointment of Gunter Martis as its new Director of European Affairs. He will take up the position in September. Mr Martis, who is Austrian, has more than 30 years' experience in the aviation industry, and has been IATA's European Director of Safety, Operations and Infrastructure since November 2006. Before that, he was General Manager Technical and Operations at AEA for two years. #860.ATC16