

AIR NAVIGATION SERVICES NEWS

SRA International subsidiary Era a.s. has announced that its wide area multilateration and ADS-B next-generation surveillance solution has been deployed in Brno, Czech Republic. The solution is the third wide area surveillance system for ANS CR, the Czech air navigation service provider, and follows systems already operational in Prague and Ostrava. The Era solution, commissioned to replace surveillance coverage of the soon-to-be retired secondary surveillance radar in Feichtberg, Austria, provides coverage out to 80 nm from Brno Airport, the Czech Republic's second largest. Coverage from the system is being integrated into the ANS CR's central air traffic management system, and will ultimately be combined with the Prague and Ostrava systems to form a complete nationwide wide area multilateration solution. #885.ATC1

* **Era a.s. has announced that Lianozovo Electromechanical Plant Research and Production Corporation (LEMZ) has selected Era to deploy a surface multilateration and ADS-B surveillance solution in Russia.** The solution, which will be deployed at Sochi Airport, follows Era's recent selection by LEMZ for surveillance at Domodedovo International Airport in Moscow. Sochi Airport is undergoing an extensive modernization project to enhance the airport infrastructure. This is especially important as the airport expands to meet the demands of the expected increase in air traffic when the city hosts the 2014 Winter Olympic Games. Era Senior Vice President Kevin Layton said: "Our commercial-off-the-shelf multilateration system is able to meet the varied needs of LEMZ, and we see this as an important second step in a long-term and successful partnership with LEMZ." #885.ATC2

Malaysia and Italy will establish a formal framework for cooperation in the area of air traffic management, with specific reference to the operational and technological development.

Transport Minister Datuk Seri Kong Cho Ha said both countries recognized the need to formalize the bilateral cooperation in this area due to challenges posed by the growing demand.

He said this in his address at the signing of a memorandum of understanding (MOU) between Malaysia and ENAV S.p.A. Italy. Under the MoU, both parties will also endeavour to encourage and promote technical cooperation in the areas of operational and technological short- and medium-term improvements, training and research and development and any other areas of cooperation on air traffic management that will benefit both countries.

Through this MoU, Kong said he hoped that the safety, capacity and smooth air traffic flow in Malaysian air space would be enhanced. Kong said that cooperation between Malaysia and Italy was not uncommon as many of their projects, in the Department of Civil Aviation (DCA) particularly, involved the participation of Italian companies. Among them were the project on primary and secondary radar systems at Tawau, Sabah and Sibu, Sarawak, and the project to upgrade Malaysia's Air Traffic Control (ATC) system.

#885.ATC3

Lockheed Martin says it has enhanced multiple air traffic management platforms to enable the processing of data received from satellite-based navigational aids such as Automatic Dependent Surveillance-Broadcast (ADS-B). A key foundation of the U.S. FAA's Next Generation Air Transportation System, ADS-B enables the transition from ground-based to satellite-based air traffic

control. The upgrades, made to the Microprocessor En-Route Automated Tracking System (Micro-EARTS) and Common Automated Radar Terminal System (ARTS), along with enhancements made by the FAA to the host system in Houston, TX, are helping to improve situational awareness between pilots and air traffic controllers in Alaska, Louisville, KY, and the Gulf of Mexico. The upgrades are part of the task orders defined in the ADS-B Segment 1 schedule by the FAA's Surveillance and Broadcast Services (SBS) office.

When the FAA declared initial operating capability (IOC) at the Anchorage Air Route Traffic Control Centre (ARTCC) in late April 2010, it allowed the use of ADS-B for air traffic separation services in Juneau via Micro-EARTS, and enhanced the ADS-B coverage initiated in Alaska under the Capstone Project five years ago. Upgrading Common ARTS was part of the initial ADS-B Segment 1 task order work at the FAA's Terminal Radar Approach Control (TRACON) facility in Louisville, which achieved the initial ADS-B IOC in November 2009. #885.ATC4

Spanish IT company Indra has concluded the modernization of the first two radar stations in Turkey's air traffic surveillance network. Bahçe station will serve the Ankara control centre of Ankara, whilst the Antalya station will serve the control centre located in that area. The project will expand the management capacity of both control centres as well as ensuring compliance with ICAO standards. The modernization works of the Bahçe and Ankara stations are within the framework of a project commissioned by DHMI, the General Directorate of State Airports Authority of Turkey, to Indra in 2009, which includes modernization of 19 radar stations of the country's airspace surveillance network. In total, the company will deploy 18 secondary Mode S radars and five primary radars. Indra will also start up the Air Approach Control Centre (AACC) at Trabzon airport, in the North of Turkey. #885.ATC5

Rockwell Collins will play a key role in a team led by ITT Corp. to help develop advanced concepts for the FAA's NextGen initiative. Rockwell Collins joins a number of other world-class companies on the team who will work together to help meet the obligations of the FAA contract, titled System Engineering 2020 (SE2020). Under SE2020, the team will conduct concept development work across all dimensions of air traffic control, including ground systems, avionics, aircraft, air traffic control rules and procedures, human factors, safety and security, environmental and standards. "Rockwell Collins is aiming to help bring forth practical implementations of technology that will help facilitate the much needed change to NextGen," said Kent Statler, Chief Operating Officer of Commercial Systems for Rockwell Collins. The SE2020 programme involves a series of task orders or study packages to help in this process, providing mission analysis, research, development, prototyping and flight demonstration of solutions. #885.ATC6

Canada's National Research Council (NRC) has approved a proposal by Ubitech to develop an Aeronautical Information Management (AIM) system to provide Air Navigation Service Providers (ANSPs) with innovative technologies for the management of critical aeronautical information. The projects are within the context of the System Wide Information Management (SWIM) programme for the realization of the U.S. FAA's NextGen and Eurocontrol's Sesar initiatives. This approval secures funding assistance for Ubitech's development activities under the NRC's Innovation and Research Assistance Programme (IRAP).

Ubitech's AIM development strategy was borne of the realization that while new standards were being written by ICAO and Eurocontrol for the management of aeronautical information, the majority of ANSPs were having difficulty complying with the current standards for the provision of accurate and timely aeronautical information. The new standards add a layer of complexity to AIM operations that most ANSPs cannot support. As a result, the AIM products currently available on the market are focused on the minority of states with highly sophisticated operations who can be considered AIM-ready. In contrast, the majority of state ANSPs do not have AIM-ready operations and must first bridge the gap by using an iterative AIM technology adoption strategy in conjunction with an organizational change programme. -- Ubitech's AIM product, Spatia, is scheduled for first release in Q2 2011 with subsequent releases in Q4 2011 and Q2 2012. #885.ATC7

Uganda, Kenya, Rwanda and Burundi are among the first member states of the Common Market for Eastern and Southern Africa (COMESA) to declare their readiness to implement the liberalization of the Communications Navigation Surveillance and Air Traffic Management Systems Project. COMESA Secretary General, Sindiso Ngwenya, said: "The others are the Democratic Republic of Congo, Zambia, Malawi and Zimbabwe." Ngwenya said that the African Development Bank (ADB) has promised a grant to the regional block that would enable the implementation process to start. "With the ADB grant, the ground is set for the implementation of the project and we shall start with cluster countries that have shown readiness," said Ngwenya. President Kagame urged the COMESA-EAC-SADC secretariat's to ambitiously implement the region's tripartite framework activities that will culminate into the establishment of the Free Trade Area (FTA). The statement said the project was endorsed by the COMESA Heads of States and Government Summit in Nairobi, Kenya, in 2007 on the basis of the Kalisimbi Project that seeks to provide low cost, high-capacity communications to the region. #885.ATC8

ETSI's newly-published European Standard for Airport Collaborative Decision Making (A-CDM) has been declared a European 'Community Specification' following its listing in the Official Journal of the European Union (OJEU) on 26 June 2010. It is the first standard from a European Standards organization to be listed as a Community Specification and provides essential requirements in support of the Single European Sky Interoperability Regulation for Air Traffic Management. This specification (EN 303 212), one of a series being developed in support of the European Union initiative to enhance the capacity and safety of European airspace, was published by ETSI on 1 June 2010. It is a significant first step towards achieving the goals of the Single European Sky Air Traffic Management Research (SESAR) initiative - a three-fold increase in capacity with a safety performance improvement by a factor of 10, a 10% reduction in environmental impact and a 50% reduction in costs. The A-CDM concept enables airlines, ground handlers, air navigation service providers and airports to work together efficiently to share data, thereby providing all the involved airport partners with the same view of airport operations. All concerned with airport operations are therefore in a position to make accurate, timely and consistent decisions.

Under the terms of the European Commission's Interoperability Regulation 552/2004 (amended by Regulation 1070/2009) for the Single European Sky, systems, procedures and constituents which meet this Community Specification are presumed to be compliant with the essential requirements of the regulation and the relevant implementing rules. The publication of this European Standard, and its

reference in the OJEU as a Community Specification, will therefore facilitate the deployment of the A-CDM concept in Europe's airports. #885.ATC9

Since deploying the industry's first surface multilateration system for the enhancement of ground movement safety at London Heathrow Airport in 2002, Sensis Corporation has supported its customers' continued growth through numerous expansions of its multilateration systems.

This includes adding and/or moving sensors or antennas to accommodate airport construction and expansion projects, enabling controllers to maintain accurate situational awareness of ground operations without the cost of having to deploy a new surveillance system or additional Surface Movement Radar (SMR). Airports are continually adding gates, terminals, and other structures that may affect the performance of an existing multilateration system. Due to multilateration's extensible nature, sensors and antennas can be moved or added to address these new surveillance needs. Sensis multilateration solutions, whether they are deployed for surface or wide area multilateration, as part of an Advanced – Surface Movement Guidance and Control System or Aerobahn® surface management systems, offer the flexibility to meet new surveillance challenges presented by airport construction. Sensis systems have been augmented or adapted to meet new surveillance challenges at Amsterdam Schiphol, Brussels, Detroit Metropolitan-Wayne County, Frankfurt, Geneva International, Houston Intercontinental, Indira Gandhi International, Innsbruck, John F. Kennedy International, London Heathrow and Vienna International airports. In addition, Sensis multilateration systems can be adjusted to accommodate new communication hardware and protocols as the situation dictates. #885.ATC10

The SESAR Joint Undertaking (SJU) selected 18 projects involving 40 airline, airport, ANSP and industry partners to expand the Atlantic Interoperability Initiative to Reduce Emissions (AIRE). Under the initiative, the SJU supports integrated flight trials and demonstrations validating solutions for the reduction of CO2 emissions for surface, terminal and oceanic flight operations. Seven of the 18 proposals include green gate-to-gate projects, among others between France and the French West Indies. One highlight of the programme will be a series of green transatlantic flights with the Airbus A380. AIRE was launched in 2007, designed to improve energy efficiency and aircraft noise in cooperation with the U.S. FAA. In 2009, the SJU supported 1152 green flight trials under the AIRE umbrella, with 18 partners in five locations participating in the trials. As a result of a complementary call for tender, more partners will be involved in AIRE in additional pioneer locations such as Austria, Belgium, the Czech Republic, Germany, Canada, Morocco, the Netherlands, the United Kingdom and Switzerland.

The second AIRE call for tender sought commercial flight trial projects for energy-efficient air traffic management (ATM) operations. Out of the five projects selected for terminal operations, one is conducted by Lufthansa in cooperation with DFS and Germanwings. The partners propose to trial a new procedure coupling the arrival flows of Dusseldorf and Cologne. This area has a high traffic density and is a complex area entailing the achievement of significant environmental benefits when implemented. For en-route/oceanic, four projects are selected covering five new locations (Portugal, Canada, Morocco, the United Kingdom and the United States). In total, seven gate-to-gate projects will be conducted through the programme. Amongst others, Airbus, Air France, NATS, and NAV Canada will perform a series of transatlantic green flights with the A380.

The 2010/11 AIRE partners will include: airlines (Air Europa, Air France, Austrian Airlines, Brussels Airlines, Czech Airlines, Germanwings, Iberia, KLM Royal Dutch Airlines, Lufthansa, Novair, SAS, SWISS, TAP Portugal); air navigation service providers (Aena, Air Navigation Services of the Czech Republic, Austro Control, Belgocontrol, DFS, DSN, DGAC, NATS, NAV Portugal, ONDA, LFV, LVNL, Skyguide), airport operators (Aéroports de Paris, Brussels Airport, Flughafen Zürich AG, Göteborg Landvetter); and industry partners (Adacel, Airbus, CRIDA A.I.E, GE aviation, INECO, National Aerospace Laboratory (NLR), Pildo labs, Quovadis, Rockwell Collins, SENASA, Swedavia). #885.ATC11

ARINC Inc. has deployed three new GLOBALINK remote ground stations (RGS) to support aviation datalink communications services in New Zealand. The launch of GLOBALink coverage will enhance in-flight data transfer and communications between airline operations centres and aircraft flight decks. The new ground stations were successfully installed at Auckland, Christchurch, and Wellington with the support and cooperation of AeroThai, ARINC's regional communications partner, and Airways New Zealand, the country's Air Navigation Service Provider (ANSP). In addition, the VDLM2-enabled ground stations have the capability and capacity to support increasing datalink requirements in the future. Airways New Zealand has agreed to maintain and manage the new data link ground stations. John Pringle, Christchurch Technical Manager, said: "A key role for Airways New Zealand will be to apply our depth of experience in administering flight information communications. We pride ourselves on our record of uninterrupted service delivery and collaborative partnerships, and this is evidenced by our relationship with ARINC and AeroThai which has brought GLOBALink data link to New Zealand." -- With the addition of New Zealand, ARINC's GLOBALink network infrastructure in the Asia/Pacific region has now expanded to more than 150 Remote Ground Stations located across 12 countries, including China, Japan, Vietnam and Thailand. #885.ATC12

Raytheon and Serco have teamed to provide a low-risk, cost-effective solution for the U.K. Ministry of Defence (MOD) Joint Military Air Traffic Services programme. Known as Project Marshall, JMATS is a managed service programme spanning 22 years, which requires the delivery and management of network-based services, applications, equipment and training in MOD military airfields and for deployed operations. #885.ATC13

Names

Morten Dambaek has taken up the position of Chairman of COOPANS, the technical development co-operation among Naviair, the Irish IAA, the Swedish LFV, the Austrian Austro Control and Thales. Naviair holds the presidency until 2012. During this period, COOPANS must complete the so-called Build 1 in the control centres in Ireland, Sweden and Denmark. During the recent COOPANS meeting in Oslo on 16 June 2010, Naviair took over the presidency. #885.ATC14