

AIR NAVIGATION SERVICES NEWS

Thales Australia has won a contract to supply two approach radar systems at Kaohsiung and Magong Airports in Taiwan. The programme is scheduled for completion by January 2012. Chris Jenkins, Thales Australia's Managing Director, said: "This mature and reliable technology will deliver considerable benefits to air traffic management in Taiwan, and we look forward to providing further support for our customer over the coming years." The contract with Air Navigation & Weather Services (ANWS) in Taiwan will see Thales supply and install one primary STAR 2000 radar and one monopulse Secondary Surveillance Radar (model RSM 970 S) in Kaohsiung. The company will also install an RSM 970 S in Magong. The RSM 970 S ensures the total integrity and availability of the surveillance and communication data provided to air traffic controllers, while providing lower cost of ownership for airport operators around the world. The STAR 2000 is a primary surveillance radar for approach and extended approach control areas. This S-band solid state radar is designed to deal with dense air traffic situations. -
- Thales has already supplied its Eurocat-X air traffic management system, ATS Message Handling System (AMHS), Aeronautical Information Service System (AISS) and various navaids to Taiwan, and has previously installed the STAR 2000 and RSM 970 S at Taiwan's Taoyuan International Airport in 2005.
#875.ATC1

Los Angeles World Airports (LAWA) and the U.S. FAA have entered into a Memorandum of Agreement for a programme installation of a Runway Safety Status Lights (RWSL) system at Los Angeles International Airport (LAX). This agreement augments a prototype system that was installed in June 2009. Under the agreement, the FAA will design, own, operate and maintain the entire system, which includes all required data processing equipment and software to operate the RWSL, RELs and THLs. LAWA will not incur any cost for this new installation. The FAA has placed LAX on an accelerated implementation schedule with a completion date of 2012.

The lighting system works in conjunction with a state-of-the-art Airport Surface Detection Equipment Model-X (ASDE-X) ground radar that collects data from more sources than LAX's previous ground radar system and provides air traffic controllers with colour map displays showing locations of all aircraft and vehicles on the runways and taxiways. In addition to the existing prototype installation, the FAA has determined 11 new taxiway locations for Runway Entrance Lights (RELs) and one new runway location for a Takeoff Hold Light (THL). When completed, LAX's airfield will have a total of 27 RELs and two THLs.
#875.ATC2

Nav Canada has deployed Sensis Corporation's Wide Area Multilateration (WAM) for surveillance of helicopter and aircraft traffic in the 'sea-to-sky' corridor between Vancouver and Pemberton Regional Airport, BC. The WAM system will also provide low-level surveillance of helicopters serving the area in and around Whistler, a major event site for the 2010 Winter Olympics and Paralympics Games. "The Sensis WAM system will be operating to support safe aircraft operations between the Vancouver and Whistler Olympic venues," said John Crichton, Nav Canada's Chief Executive. "The sea-to-sky corridor is narrow and situated in difficult terrain with limited maneuvering space. The

system will provide air traffic controllers an accurate picture of the traffic in this airspace increasing safety during this busy time," he said. #875.ATC3

On 17 February 2010, the Gulf Centre for Aviation Studies (GCAS) signed an agreement with the Joint Aviation Authorities Training Organization (JAATO) in Hoofddorp, The Netherlands, marking the future cooperation between the organizations which would see training to European aviation standards, offered to GCAS students. JAATO is a global non-profit organization offering top-level training courses in multiple fields of aviation safety to help improve aviation safety worldwide and promote the understanding of existing and new aviation regulations to both government and industry personnel. JAATO conducts scheduled training courses in Hoofddorp, London, Vienna, Belgrade, Istanbul and now at GCASs purpose built, state-of-the-art facility located at Al Bateen Executive Airport, in Abu Dhabi. To date, JAA TO has trained over 30 000 participants from more than 1600 organizations worldwide. An International Civil Aviation Organization (ICAO) endorsed centre of excellence, GCAS will soon integrate its facilities at Al Bateen Executive Airport, where it will provide the unique experience to students by offering direct access to a fully operational airport environment. #875.ATC4

The Ministry of Transportation and Communication of the Sultanate of Oman has awarded Spanish IT company Indra the contract to install the new air traffic control system, which will provide coverage to the entire country. This contract is worth some EUR 85 million and the execution period is 38 months. The new equipment will be installed in Oman's main international airports in Muscat and Salalah, and in another four regional airports located in Sohar, Ras Al Hadd, Duqum, and Adam. This turnkey project entails building an advanced, automated system for air traffic management, which offers air traffic controllers a comprehensive overview of aircraft movement within Oman's airspace. The system will have a contingency centre designed to respond to any incident and guarantee safety. Indra will also refurbish the ground-air voice communications systems in the two international airports and the four regional airports. It will also install a complete weather forecasting system, which will improve the prediction capacity of the Directorate General of Meteorology and Air Navigation, providing among other services, support to the air traffic control centres and towers. At the two international airports, the company will install surface guidance and control systems based on solid state surface movement radars. This equipment will allow both airports to operate with complete security in any weather and in conditions of low visibility. #875.ATC5

U.K.-based ITerior Ltd has announced that 240 of its Fosair modular consoles are now fully operational at NATS Prestwick Centre. The Fosair controller console was chosen as the most adaptable modular work platform available to service NATS over the next 25 years. The development team investigated the potential changes in technology likely to come on stream over two decades, the capabilities of ATCOs to manage change, the comfort of operatives and above all, levels of safety that needed to be maintained. The Fosair console provided multi-task and interchangeable configurations and with all above top hardware suspended a perfect ergonomic solution for the health and safety of controllers. The front-loading hardware access feature within the console, allowed NATS to increase the number of consoles at the new Centre by approximately 30%, giving expansion capabilities. #875.ATC6

Representatives from European aviation authorities, air traffic management organizations and aviation industries gathered in Brussels recently to attend the first workshop of the European collaboration project MIDCAS, Mid-Air Collision Avoidance System. In the future, unmanned aerial vehicles, UAVs, will operate in civilian airspace along with other aircraft. For this to work, the unmanned craft must have a system for detecting and avoiding other aircraft - what is known as a sense and avoid system. In June 2009, The European Defence Agency (EDA) ordered the development of a sense-and-avoid system from the European MIDCAS consortium. The consortium consists of 13 aviation industries from five countries with Sweden's Saab leading the four-year project. The project will also conduct technical studies, leading to a unified standard for sense and avoid systems for flight in civilian airspace. Johan Pellebergs, principal project manager for the MIDCAS project, said: "The goal of our first workshop is to communicate the way forward in the project, including how the project is made up but also how we imagine working on standardization issues related to the system's technical development. The participants at the workshop form a vital support group for us and we will continue with workshops of this kind about once every six months." The standardization work will be conducted under EUROCAE, the European Organization for Civil Aviation Equipment. The development of standards and systems will go hand-in-hand, resulting in the flight of an Italian UAV (Sky-Y) by the end of 2012. #875.ATC7

Belgocontrol, the Belgian Air Navigation Service Provider (ANSP), has inaugurated CANAC2, its new Air Traffic Control (ATC) centre provided by Thales. CANAC² (Computer Assisted National Air Traffic Control Centre 2) is the new Air Traffic Control system for Belgian airspace management. The central component of this system is the Thales Eurocat-E product, enhanced with new functionality. The system has been installed in a new operational room dedicated to en-route and approach control inside Brussels' control tower, as well as in its contingency tower, and in the four control towers of Liege, Ostend, Charleroi and Antwerp airports. #875.ATC8

The U.S. FAA has approved the Vaisala AviMet® PC-Based Runway Visual Range (RVR) system for air traffic control use in airports across the U.S. The primary users of the system are air traffic controllers who access RVR data through an improved display application, also developed by Vaisala. RVR is a calculated assessment of the distance that a pilot can see down a runway. Prevailing weather conditions have the most impact on RVR, but ambient light levels and runway light settings also play an important part in the equation. In addition to having an obvious impact on flight safety, RVR assessment also has an impact on airport capacity as runways can be safely kept open longer under diminishing weather conditions. Vaisala's RVR system is a PC-based solution that provides fully automated runway visual range assessment and reporting. The system consists of Vaisala's state-of-the-art optical sensors for determining meteorological optical range (FS11) and measuring ambient light level (LM21), and of a newly developed runway light intensity monitor. A data processing unit collects the data, calculates RVR values and provides the data to users via various interfaces. A prototype of the AviMet® PC-Based Runway Visual Range system was installed at Wilkes-Barre/Scranton International Airport, PA, in August 2007. Since the installation, the system has undergone extensive operational testing in real-life conditions. Soon Wilkes-Barre will be the first airport in the world to have the PC-based RVR system in official operational use. #875.ATC9

After the successful completion of site acceptance tests for Comsoft's PRISMA in January 2010, Sekolah Tinggi Penerbangan Indonesia (STPI), Indonesia's ANSP, has obtained a modern ATC automation system that significantly raises the level and quality of training held for air traffic controllers. Future courses at the Indonesian flight centre will be based upon a field-proven ATC solution, incorporating all elements necessary for ATC automation. Comsoft has supplied comprehensive ATC training equipment, identical to an operational solution with the intention of creating a genuine environment with realistic scenarios. Its exclusive variation is the source of aircraft's positional information, which is derived from simulator equipment supplied by Micro Nav Ltd. instead of real radar data or ADS-B data.

Ready for service now on customer's premises are two complete Comsoft PRISMA systems. One system will be used for training of future air traffic controllers, while the other will be used by technical maintenance staff to familiarize themselves with their future work environment. Both systems comprise the following modules: a surveillance data processing system to produce a periodically updated accurate air situation picture; a flight plan data processing system for processing flight plans and securing the coordination with adjacent ATS units; a set of safety net functions for conflict detection; a controller working position for the display of targets on customized maps; an assistant working position for display and modification of flight plans; and last but not least the portable test and recording tool RAPS-3 for verification and analysis of surveillance data streams. #875.ATC10

In 2009, EUROCAE Working Group 67 (WG-67) released its specifications for VoIP (Voice over IP) in air traffic management (ATM) communications. Austria's Frequentis has contributed significantly to these standardization activities. Given its continuing position as a leader in communications technologies for ATM, the company has now also joined Eurocontrol's VOTE (VoIP in ATM Implementation and Transition Expert) Group. February 2009 saw the official release of three major EUROCAE WG-67 specifications (ED-136 to ED-138). Through its research and development activities, Frequentis has contributed significantly to these documents. The aim of EUROCAE WG-67's activities is to harmonize interoperability of VoIP-based voice communication systems in ATM communications across the globe. This will contribute to increased flight safety and reduce the costs of the next generation of ATM programs and initiatives, such as SESAR in Europe and NEXTGEN in the United States.

In late 2009, successful field trials held by the French (DNSA) and German (DFS) air navigation service providers confirmed the maturity of the EUROCAE WG-67 specifications for VoIP in ATM, as regards deployment in an operational environment. Frequentis participated in the tests with its latest VoIP-based VCS 3020 voice communication system, as did other major ATM radio manufacturers. Leading next generation voice communications for air traffic control in late 2009, Frequentis joined the newly-formed VOTE subgroup (VoIP in ATM Implementation and Transition Expert Group) established by the EUROCONTROL Communication Team. The VOTE group will address validation, transition and deployment related issues related to VoIP-based communication services in ATM. The group will identify solutions and deliver recommendations to interested parties, like ANSPs, the industry, TELCOs, and standardization bodies. #875.ATC11

The new Frequentis Voice Communication System (VCS) in the en-route centre at Karlsruhe has entered operation. This latest project, which features 185 main and 160 emergency working positions, now means Frequentis powers more than 800 main air traffic controller working positions and 700 emergency positions throughout Germany. Reviewing the successful completion of the project, Klauspeter Hauf, responsible for operational voice systems at DFS, said: "Constant availability and flawless communication are vitally important in such a safety-critical environment." #875.ATC12

Bayanat Airports Engineering & Supplies LLC has chosen Ricochet's redundant recording solution for re-sale to Al Ain and Abu Dhabi air bases. The two systems have the capacity of interfacing and recording synchronously 128 audio channels, ambient microphones, radar screens and CCTV IP-cameras. The operators will be given instant access to important data with hyper speed and accuracy – just with a point and click operation. As a leading airport systems integrator, Bayanat Airports has been helping its customers in the Gulf region over the past decade with the supply, design, installation and servicing of Air Traffic Control systems, Runway systems and Terminal systems through its world renowned partners. "Al Ain and Abu Dhabi Air Forces will benefit from Ricochet's innovative recording technology", says Jørn Rød-Larsen, Ricochet's Chief Executive. "Efficient replay and perfect synchronization of data will give the operator the total picture at all times." #875.ATC13

Edinburgh-based Managed-AIS, in partnership with ANS Malta and Eurocontrol, will be converting Malta's current AIP to a Eurocontrol-compliant eAIP. The conversion comes as Malta moves to using Managed-AIS' apsXML software, the European AIS Database's subsystem for eAIP and AIP production. Currently, three states maintain a published eAIP using the subsystem, while a further nine states are due to publish eAIPs using apsXML in 2010. The conversion will be carried out by Managed-AIS' specialist team of eAIP consultants in Edinburgh, UK and is expected to be completed by April 2010. Malta's eAIP conversion follows other states who have chosen Managed-AIS to carry out their eAIP conversion and reinforces apsXML's status as the world's number one software application for eAIP production. #875.ATC14

The U.S. Veterans Administration has approved the Link Simulation & Training Air Traffic Control Academy to receive Chapter 31 funding from eligible veterans with service-connected disabilities. The academy, which graduated its first class in November 2009, is housed on the grounds of the North Texas Regional Airport (NTRA) in Denison, TX, and offers instruction that is fully compliant with FAA requirements. Students undergo an intensive 10-month training period, receiving a mix of classroom instruction, simulation-based training and on-the-job experience in NTRA's air traffic control tower. Each successful student undergoes an FAA control tower operator evaluation within the NTRA tower. Students who pass this evaluation and meet FAA hiring requirements become candidates for control tower operator positions throughout the U.S.

L-3 Link Simulation & Training is a systems integration organization that delivers and supports training systems and equipment to enhance operational proficiency. #875.ATC15

Names

NATS, the U.K. provider of air traffic services, has appointed David Harrison as its new group director of safety. His job involves helping to ensure that near-misses are kept to a minimum or



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avoided altogether. The Chief Executive of NATS, Paul Barron, said he had confidence that Harrison would “uphold NATS’ outstanding, well-deserved safety reputation”. Harrison has been at NATS for 24 years, and worked his way up to run the architecture and integrity department within technology and programmes, where he was responsible for the technical management of NATS’ long-term investment plan, the architecture of engineering systems, and developing technical strategy. #875.ATC16