

AIR NAVIGATION SERVICES NEWS

In a significant competitive win, ARINC Inc. has been awarded the contract to provide Eurocontrol with a test system to validate the functioning of VDL Mode 2 (VDL2) avionics in a multi-frequency environment. ARINC's validation system will be installed in a new laboratory at the Eurocontrol Experimental Centre (EEC) in Bretigny, France, the same location where ARINC installed a VDL2 test-bed in 2004 for Eurocontrol under the Link2000 Programme. Validation of avionics will be a critical step for the European air transport community, who face a DataLink Services Implementing Rule to implement Controller-Pilot Data Link Communications (CPDLC), based on VDL Mode 2 avionics, for Air Traffic Control communications.

"This is an important new agreement for both ARINC and Eurocontrol," stated Andy Hubbard, ARINC EMEA Managing Director. "It extends a successful 10-year strategic partnership that underpinned the roll-out of VDL Mode 2 in the Maastricht FIR under the Link2000 Programme." Europe's busy Maastricht Upper Air Centre and many CPDLC 'pioneer' airlines have been using VDL Mode 2 communications since 2004 under the EC Link2000 Programme. But with the anticipated future growth of air traffic, multiple VDL2 frequencies will soon be needed to support the required capacity. All VDL2 systems will need to operate reliably in a multi-frequency environment by changing channels as required to maximize performance and avoid frequency congestion. Testing of this functionality has not been done before.

ARINC initially provided a test system at the Bretigny EEC facility to test avionics behaviour in a single-frequency VDL Mode 2 laboratory environment. With the new ARINC system, Eurocontrol is now preparing to carry out laboratory tests of avionics in a multi-frequency environment. Installation work will be completed by 15 December 2011, and the facility should go live shortly thereafter. #911.ATC1

National plans for Air Traffic Management (ATM) to cover the period of 2012-2014 were recently submitted to Eurocontrol, which is the performance review body under Single European Skies. EU-wide targets for cost savings during the period are set at 3.5%, although airlines had wanted 4.5%. These are against a background of European ATM costs that are around twice those in the U.S., and the EU wants to halve European ATM costs by 2020. The national plans submitted were said to be highly disappointing, falling well short of the undemanding target. The European Regions Airline Association (ERA), along with other Associations, is taking a robust view and will shortly be partaking in discussions on targets for 2015-2019. The strategy for this issue is of vital importance to the industry, since it is estimated that over 10% of a ticket price goes to ATM costs. This issue will be discussed with members at the next Industry Affairs Group (IAG) meeting in September 2011, to which all ERA members are invited. #911.ATC2

Norway-based Ricochet A/S has received a contract to supply screen recording and centralized management for Ljubljana ATCC on Slovenia. The contract was signed with Sloveniacontrol, Slovenian Air Navigation Services Ltd. Ricochet will record and replay 19 screens of 2k x 2k resolution and 256 audio sources at the new ATCC in Ljubljana. All recording units at the ATCC and three local airports have the possibility to be remotely configured, monitored and administered from a workstation through centralized management. In the new-generation Ricochet system, the modular

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architecture makes it easier than ever to create and maintain a large, distributed system of Ricochet recording units. Any number of autonomous recording units can be integrated using the replay server/manager and administration server/manager architecture. This means that Ricochet's client application provides system-wide access to replay and administration via one access point. Channels recorded on different recorders are presented seamlessly to the user.

Sloveniacontrol, Slovenian Air Navigation Services Ltd currently operates from its ATCC in Ljubljana, but the centre will be moved to a new building location at the airport Jože Pučnik. Screen and audio recording and installations for centralized management are the second phase of the project. When the new ATCC is equipped and ready for operation, there will be a shadow operation of the two centres and the existing ATCC will finally be deactivated. #911.ATC3

An essential project in the development of the Functional Airspace Block Europe Central (FABEC) will receive almost EUR 13.8 million in EU support from the 2010 TEN-T Multi-Annual Call. The study will identify solutions to further implement the Single European Sky II (SES II) legislation and aims to improve safety, capacity and environmental performance of air transport, as well as reduce costs. The FABEC project, which will last until the end of 2012, involves five EU Member States: France, Germany, Belgium, The Netherlands, Luxembourg plus cooperation with Switzerland. The project includes 13 activities covering a wide range of essential issues from the development of a new airspace design and cost-efficiency measures in the areas of Communication/Navigation/Surveillance services (CNS) to human resources-related issues like training and working conditions.

The ultimate objective is to contribute to the establishment of the Functional Airspace Block in the countries concerned by 2012 and to thus significantly improve Air Traffic Management in the region.

The airspace of the six FABEC countries is one of the busiest in the world as most of the major European airports, civil airways and military training areas are located in this area. #911.ATC4

CSC has successfully implemented a series of upgrades to the U.S. FAA's Traffic Flow Management System (TFMS) in the first half of 2011. The upgrades include two separate software releases improving the performance and functionality of the TFMS, as well as a successful transition of the TFMS equipment to a new command centre. Both upgrades are part of a larger FAA effort to modernize traffic flow management in preparation for deployment of the FAA's Next Generation Air Transportation System (NextGen) initiatives. TFMS tracks, anticipates and manages the flow of air traffic throughout U.S. airspace. "With these upgrades, the FAA can better predict traffic flow demand, identify constraints, mitigate delays and maintain common situational awareness," said Mike Gaffney, President of CSC's North American Public Sector Civil Group.

The two software releases were completed in January and June 2011, and provide new functional enhancements for traffic management coordinators to model the impacts of traffic on the national airspace system, as well as new interfaces for eventual NextGen applications. In addition, the latest release provides a significant boost to TFMS computing performance, reducing average server loads during peak traffic times. Reaching this milestone involved requirements definitions, systems engineering, software development, systems integration and formal testing. CSC performed the implementation at the William J. Hughes Technical Centre in Egg Harbor, NJ.

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In April 2011, CSC successfully transitioned the TFMS remote site from the Air Traffic Control System Command Centre in Herndon, VA, to the new command centre in Vint Hill, VA. This relocation is also part of a larger effort to modernize traffic flow management and was completed on time, on budget and without any disruption in the day-to-day TFMS operations. CSC implemented updated workstations, servers and network equipment to support this new facility. The Vint Hill Command Centre will be the hub for FAA NextGen implementation and supports approximately 300 air traffic controllers, managers and technical staff. #911.ATC5

Saab AB has finalized its acquisition of radar, sensor and air traffic management firm Sensis Corp. Saab paid USD 150 million in cash for the firm, and could pay up to USD 40 million more in earn-out fees if the firm fulfils certain conditions by 2014 as its Saab Sensis Corporation subsidiary. The acquisition is expected to decrease Saab's earnings per share in 2011. Sensis employs approximately 600 workers and its customers include 54 of the world's 100 largest airports. The company generated around USD 173 million in revenues for the fiscal year ended July 2010. The U.S. Trade Commission and the Committee on Foreign Investment in the U.S have approved the deal. #911.ATC6

The Civil Aviation Administration of China (CAAC) has announced that flights delayed by more than 2 hr will be given priority to take off, and it will coordinate with the military to open provisional airspace and routes during large-scale flight delays. CAAC Vice Minister Xia Xinghua said that the Air Traffic Management Bureau will allow flights delayed by more than two hours to depart first and ensure that planes take off within half an hour of door closing. Xia also told Xinhua that recovery plans and coordination with the military to open provisional airspace and routes will be put into effect, and CAAC will work with airline operation control departments in real-time monitoring of flights. #911.ATC7

Boeing has signed Memoranda of Understanding (MOU) to cooperate toward increasing the efficiency and capacity of leading Russian airports. Boeing will work with the Basel Aero Company, operator of Sochi Airport in Basel and with Moscow State University of Geodesy and Cartography. The Boeing Flight Services Air Traffic Management (ATM) group and Jeppesen, a Boeing subsidiary, will help the airports analyze and optimize their ground operational plans and introduce new procedures with the goal of improving the safety and efficiency of Russian airspace. "Modern technologies of air traffic management and air navigation will allow us to reduce the risk of closing our airports in low visibility conditions, update our ground operations as well as optimize airspace utilization," said Sergey Likharev, CAE of the Basel Aero Company.

Airport and airspace capacity can be significantly increased using the existing capabilities of the systems on-board today's commercial jetliners combined with air traffic management technologies.

Upon completing definitive agreements, Boeing's specialists will work with the Russian organizations in modernization initiatives including increasing the capacity of the largest Russian airports and transforming the overall design of the air navigation system in Russia prior to the Sochi Winter Olympic Games.

Using Boeing's resources, China's aviation authorities implemented a large-scale transformation of the national ATM system and the capacity at Beijing Capital Airport prior to the 2008 Olympics. As a result,

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the airport became the world's second largest in terms of passengers. Boeing also performed similar work for airports and airspace in the Republic of South Africa in preparation for the 2010 World Cup. Boeing Flight Services, a business unit of Boeing Commercial Aviation Services, is aligned with the customer's flight operations function and offers integrated products and services to drive optimized performance, efficiency and safety, ranging from advanced training to improved airspace efficiency and infrastructure, airline operations, flight planning, navigation and scheduling. #911.ATC8

Through an agreement with the Russian Ministry of Transportation, Jeppesen has added Ramenskoye (UUBW) airport data to bolster its industry-leading NavData flight information database for operators in Russia. With access to Russian domestic airspace and airport data such as Ramenskoye, Jeppesen provides a complete flight information solution for Russian operators that includes navigation, operations and optimization services to increase operational efficiency. Jeppesen processing of Russian domestic data helps to enable the transition from paper to electronic charting information for Russian operators. With key data points such as Ramenskoye airport available, a complete Russian flight information solution from Jeppesen includes domestic and international NavData services, JetPlan flight planning, OpsData aircraft performance analysis and paper and digital charting services for operators in Russia.

Jeppesen is in the process of adding domestic Russian approach, arrival and departure procedures to the NavData database, and Ramenskoye airport charting data has been included with the 5 August 2011 NavData revision process. Jeppesen databases contain all Russian airways as well as international and domestic airport and runway data. Aircraft flight management systems are now able to process this data. #911.ATC9

The U.S. FAA is expanding its pool of certified small business contractors to provide design-build services for modernizing and sustaining its 21 air traffic control centres, its radar approach facilities in Puerto Rico and Guam, and its fit-for-purpose next generation modular facilities. The FAA has reported that, currently, only four small businesses with Basic Ordering Agreements are in place, and the agency wants to increase that pool. It has set aside approximately USD 31 million for projects to be fulfilled by small businesses and a bigger contractor pool would set the stage for more competitive bidding. Although the agency is not yet soliciting proposals, it does require interested businesses to respond with their qualifications by 29 September 2011. Companies must be certified by the Small Business Administration and be registered in the Central Contractor Registration database. The contractor pool selected for the multi-year BOA's will compete for task orders to execute projects under the FAA's Capital Investment Programme, National Airspace System and NextGen Modular Facilities programme. #911.ATC10

Germany's Rohde & Schwarz has won one of its largest civil aviation orders for ATC applications in Colombia. The state-owned air traffic control organization AeroCivil has ordered a total of 152 R&S Series4200 radios, which means that Rohde & Schwarz will serve the entire Bogotá flight information region at 20 locations. The order includes the delivery and installation of the radios as well as a regular service check at six-month intervals.



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The R&S Series4200 is claimed to be the most advanced generation of stationary radios for civil and military air traffic control. The radio family includes transmitters, receivers and spare parts for the VHF and UHF bands. In addition to outstanding RF characteristics, the radios offer a large variety of possible configurations for optimal adaptation to specific customer applications. Essential functions are software-based so that new performance features can easily be implemented through software upgrades. The R&S Series4200, which is based on the latest international standards, provides VoIP functionality and VDL2 for reliable ground-air data communications. #911.ATC11

Names

Navtech Inc. has named William Rathert as Senior Director, Sales Operations. Rathert will help direct and manage the company's significant planned growth in North and South America. He joins Navtech from Texas-based Sabre Airline Solutions, where he was Sales Director. #911.ATC12