

## ► IN BRIEF

**R&S develops virtual centre**

Rohde & Schwarz (R&S) is supplying its IP-based voice communications system R&S VCS-4G to Gufunes in Iceland and Ballygirreen in Ireland, under contracts awarded in mid-2013 by ISAVIA and the Irish Aviation Authority (IAA) respectively. R&S anticipates that operational trials will start in September 2014. The systems are designed to operate independently or jointly, and to provide alternative communications in case of failure by one centre. R&S is also supplying its M3SR Series4100 radio. The complete system solution will be used to provide communications services, including HF, VHF, selective-calling radio and satellite telephony, completely based on Internet Protocol (IP). In a failure situation, the second centre accesses unaffected assets and maintains communications across the ISAVIA and IAA oceanic areas via a secure cloud environment. *JB*

**Korea enhances SkyLine**

Lockheed Martin is to install an upgraded version of its SkyLine air traffic management (ATM) system at the Korea Area Control Center in Incheon. The company will complete the work in partnership with prime contractor LG CNS. The new SkyLine system replaces a previous version of SkyLine, which has operated in South Korea since 2001. Lockheed Martin and LG CNS are also setting up a SkyLine research and development centre in Seoul to facilitate technology transfer. *KB*

**New feature for D-ATIS**

STR-SpeechTech has added new functionality to its Digital-Automatic Terminal Information Service (D-ATIS) solution. The D-ATIS Response Monitor is being installed at a new approach control facility at Natal in Brazil, where STR-SpeechTech is supplying a bilingual English/Portuguese StarCaster ATIS system. The StarCaster text-to-speech system is already used to broadcast ATIS messages, including runway use, notices to airmen, and weather information. The new D-ATIS Response Monitor is now able to monitor and log data link requests made by aircraft. It logs aircraft identifier, time, message contents, and whether successfully delivered. *JB*

**ADB buys two**

ADB Airfield Solutions has acquired Lucebit of Germany and its Switzerland-based subsidiary ERNI AGL for an undisclosed amount. Both Lucebit and ERNI specialise in airfield lighting systems – combined, they have supplied more than 250 airports in 50 countries. The acquisition is intended to broaden and deepen ADB's line of airfield ground lighting solutions. *KB*

## ERA unveils two new surveillance solutions

Surveillance specialist ERA launched two new products at the World Air Traffic Management Congress in March 2014.

The company's latest multi-sensor surveillance system (MSS), NEO, is a fourth-generation system to support multilateration, automatic dependent surveillance-broadcast (ADS-B), height-monitoring, and parallel runway-monitoring activities.

NEO is smaller and lighter than its MSS predecessor, and it consumes less energy, so can be installed on existing infrastructure, such as telephone masts with only a 48-volt power supply. The sensors are already in production and ERA anticipates the first deliveries by mid-2014.

"Multilateration is surveillance for the future," ERA CEO Viktor Sotona told *IHS Jane's*. "Typically for ERA, we are going a little against the current. It is not fully established, but the direction is

clearly towards multilateration. You just have to look at the number of tenders coming out."

Sotona said that cost is a driving factor, where wide-area multilateration can be installed at a fraction of the amount of a conventional radar system. Furthermore, NEO is a modular system, and multilateration can be used to validate ADS-B surveillance data without investing in additional infrastructure.

ERA also introduced its multi-static primary surveillance radar (MSPSR) for the civil market, following the launch of its passive coherent location (PCL) system for military customers in 2013. Sotona said: "We conducted a demonstration at the end of 2013, for Eurocontrol and several central European states, to show our research work to date. We have now moved to the next phase, which is to develop an active surveillance system that responds to the needs

of the civil market."

ERA has started to test an active version, which is equipped with ERA transmitters that provide independent, non-co-operative surveillance. "Civil users do not want to depend on existing infrastructure, such as FM transmissions, whereas this is good for the military because they don't want to be seen. The civil community needs an independent system which is fully under its control."

Sotona said development work will continue throughout 2014. "The PCL is about to be industrialised – we have customers waiting. However, I expect it will be two years before we have a product available for the air traffic control market."

Meanwhile, ERA has secured a contract from the UK Civil Aviation Authority to research and develop a replacement for primary radar. The UK government is looking at emerging non-co-operative surveillance technologies that would allow it to meet demand for public mobile communications by 2020. MSPSR is one of several surveillance technologies included. *JB*

## Latin America addresses ATFM

Mexican air navigation service provider SENEAM has signed a contract with Airbus ProSky to demonstrate the company's Harmony air traffic flow management (ATFM) system during a proof-of-concept programme lasting nine months.

SENEAM Director General Claudio Arellano said Mexico is looking to reduce delays and fuel burn for airspace users and the demonstration will help to validate the operational concept. The initial programme will focus on Mexico City, but may be extended

to other airports and city pairs.

Airbus ProSky CEO Paul-Franck Bijou added the flow management tool is designed to operate in high-density airspace and will continue to operate if the demonstration goes well. Meanwhile, Mexico is introducing performance-based navigation to improve en route flight efficiency, and is deploying 10 Automatic Dependent Surveillance – Broadcast (ADS-B) ground stations in the Gulf of Mexico as part of the network that supports the off-shore oil industry. The latest units will share surveillance data with the US Federal Aviation Administration to support off-shore traffic.

Airbus ProSky is also working with Colombian air navigation service provider Aerocivil to



Airbus: 1531740

SENEAM Director General Claudio Arellano and Airbus ProSky CEO Paul-Franck Bijou signed an agreement to demonstrate Harmony air traffic flow management in Mexico.