

AIR NAVIGATION SERVICES NEWS

European Regions Airline Association (ERA) Board members have agreed unanimously to endorse the policy of continuous descent approaches at as many airports as possible because of the system's beneficial effects on both the environment and flight safety. Continuous Descent Approaches (CDAs) have long been acknowledged by the Association to enhance safety benefits when compared with the traditional stepped approach to landing at an airport. Now ERA is pushing for greater implementation of CDAs because the procedure also saves fuel, emits less CO2 and reduces noise impact around airports. CDAs have been shown in trials undertaken by Eurocontrol to effect a 10% to 30% reduction in fuel burn and up to a 30% reduction in noise. This equates to a saving of between 50 kg and 150kg of fuel and up to 450 kg of CO2 per flight. Mike Ambrose, ERA Director General, commented: "Regional airports are less restricted than some of the busier major hubs such as London-Heathrow or Frankfurt, and are therefore best placed to apply continuous descent approaches. No special equipment is necessarily required, but it **does entail enhanced co-operation between airlines, airports and air traffic service providers.**" -- ERA plans to work closely with Eurocontrol to promote the implementation of CDAs at regional airports throughout Europe through collaboration with airlines, airports and air traffic services providers. #826.ATC1

Italy's Argos Ingegneria SpA has received the final certification by ENAC, the Italian CAA, for its SMF/PAPI, the first equipment of this type in the world able to precisely measure the alignment of PAPI lights using the near-field observation of the beam, according to the company. "We are proud to have obtained what the AGLS maintenance people were asking for," said Alberto Coletti, Technical Director at Argos. "SMF/PAPI is a high-precision and easy-to-use instrument capable to see the beam like the pilot's eye, so that the need of flight checks is dramatically reduced, in practice only when the harmonization procedures for ILS are requested." SMF/PAPI had undergone a series of ENAC laboratory and field tests and was formally declared to be compliant with regulations on 3 January 2008 and allowed to be used at airports for the precise alignment of PAPI without the usual flight checks. SMF/PAPI is a patented product and already available on the market. Contact via www.argosingegneria.com #826.ATC2

Intelcan Technosystems Inc. has won a contract to provide communication and navigation systems for the new Quito International Airport in Ecuador. Ottawa-based Intelcan will provide the airport with VHF/HF communication systems, voice communication switching system, mobile communication systems, DME and DVOR navigational aids, an Instrument Landing System (ILS), meteorology equipment, message handling system, and installation, training and maintenance services. The existing airport is limited in several areas, including passenger terminal capacity, runway length, ancillary facilities and aircraft servicing facilities. Scheduled to open in 2010, the new Quito International Airport, being built 18 km east of Quito, will off-load the existing over-taxed downtown airport. It will also provide airport services necessary to meet Quito's future demand. #826.ATC3

The Civil Aviation Authority of Singapore (CAAS) has awarded Thales a contract for a new ATC system at Changi Airport. The SGD 300 million system called LORADS III (Long Range Radar & Display System) replaces the currently installed LORADS II. Featuring new technology that will enable air traffic controllers to handle safely increasing air traffic beyond the next decade, LORADS III employs advanced surveillance and communications technology to build in tighter safety nets and streamline air traffic management processes. CAAS Director-General & Chief Executive Officer, Lim Kim Choon, said: "More efficient air traffic management will bring about greater efficiency for airlines, which in turn translates to more fuel savings." LORADS III is being implemented in two phases, with the first phase to be completed in 2010, and the second phase in 2012. #826.ATC4

Naviair, the Danish Air Navigation Service Provider (ANSP), has reported that its new Thales-supplied EUROCAT system became fully operational on 29 December 2007. The DATMAS contract was awarded to Thales in June 2002 for the supply of the latest integrated EUROCAT air traffic management system. With almost 80 controller working positions, these new centres will **provide a complete en-route and terminal control capability for the airports of Copenhagen, Roskilde, and Billund.** The DATMAS system was commissioned in September 2006, three months ahead of the planned schedule. -- Naviair has been working with Thales for many years and will now benefit from a fully-proven system that has demonstrated its operational capabilities in 16 European countries. Thales has supplied a total of 260 ATC centres worldwide, all designed to comply with international standards and meet customer requirements for enhanced air traffic safety and security. The Danish EUROCAT system will enhance traffic capacity, safety and security, offering Naviair