

Trial leads UPS to fit ADS-B software

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Parcel carrier UPS says trials at Louisville International airport with specially equipped aircraft suggest that it will use one million gallons less fuel per year if the technology is installed in all its fleet.

Capt Karen Lee, UPS director of flight operations, says the results of the study using SafeRoute software from L-3 subsidiary ACSS showed a 34% reduction in emissions below 3,000ft (900m) and 30% less noise below 6,000ft. A 15% increase in capacity at Louisville could be possible if the technology was adopted, she says.

Equip

As a result, UPS is preparing to equip its Boeing 757s by 2008 and studying the business case for rolling it out on other types.

FAA administrator Marion Blakey puts her weight behind the UPS programme. "The numbers are very

compelling when you look at what this technology can do," she comments.

SafeRoute uses automatic dependent surveillance-broadcast (ADS-B) technology and includes a merging and spacing option that allows regular, smooth descent, and a surface area movement management option (SAMM) to guard against runway incursions.

Global

ADS-B is a global positioning system-based technology that provides real-time monitoring and tracking of aircraft identification, movement and position.

UPS's Lee warns that as more airlines adopt ADS-B technology, in the longer-term airports will have to exclude non-ADS-B aircraft from some runways. "We are going to have to have that discussion at some point.

"Some want to equip, and others don't. At some point, we need to say these runways are for ADS-B aircraft and these are traditional runways."



Capt. Karen Lee of UPS presents expected benefits of ACSS SafeRoute during Farnborough press conference.