

## FAA Oks UPS Advanced ADS-B Operations At Louisville

FAA has approved UPS's application to fly advanced ADS-B operations at Louisville, including the first satellite-guided merging and spacing during approaches in the U.S.

The software suite (called SafeRoute) for this novel type of operation was developed by Aviation Communication & Surveillance Systems (a Thales and L-3 Communications company). The approval for this project builds on a decade of pioneering ADS-B work at UPS led by Capt. Karen Lee, director of flight operations at UPS, and Bob Hilb, a technical pilot there. ADS-B relies on GPS-derived aircraft position that is transmitted to the ground for ATC use and, in the UPS example, to other aircraft, so the position of other freighters lining up to land can be shown to pilots on a cockpit display of traffic information (CDTI).

In addition to the Flight Deck Merging and Spacing function that facilitates pilots lining up during approach at the optimum interval, the application allows CDTI "assisted visual separation" (meaning the display can be used to continue a visual approach even as visibility drops below the normal requirement for visual separation) and Surface Area Movement Management (SAMM).

The SAMM feature will not only let UPS pilots about to land at Louisville and those taxiing on the airport surface see all other freighters operating there – it will facilitate more efficient handling of all of the freighters on the ground by UPS managers. The prompt arrival of freighters is essential to the package sorting operation at the UPS WorldPort Hub at Louisville (Standiford Field) Airport.

UPS and ACSS have certified the software to operate on a Boeing/Astronautics Class 3 Electronic Flight Bag as the display and interface device and an auxiliary display in the forward field of view provided by Gables Engineering. Electronic information displayed to the crew contains data about the aircraft they are following, such as speed, altitude and closure rate.

In late 2009, ACSS will certify an alerting feature to tell the flight crew that a runway is occupied or about to be occupied, making this the only system of its type in service showing all traffic on the airport surface and providing alerts as well. Other airlines are showing much more interest in comprehensive display and warning systems to prevent runway incursions in recent years as concern grows about the potential for accidents.

Flight Deck Merging and Spacing will allow Continuous Descent Arrival procedures in which controllers delegate the task of maintaining accurate in-trail spacing to the flight crew during the entire descent from en route airspace to the runway. UPS aims to cut noise and emissions by about 30% each

and reduce fuel burn by 40-70 gallons for each arrival by nearly eliminating low-altitude vectoring as a technique for getting aircraft lined up to land. Adverse weather should not have much of a detriment on arrival capacity with the new system. *-hughes@aviationweek.com*

## IATA Skeptical Of Plan To Test MANPADS Jammers On Airline

The Dept. of Homeland Security has formally signed a \$29 million contract with BAE Systems and partner American Airlines to test an infrared missile defense system on scheduled passenger flights, but a leading industry groups thinks it's a bad idea.

As previously reported (DAILY, Dec. 11), the contract, announced Friday, Jan. 4, calls for installing BAE's JetEye infrared laser jamming device on up to three of American's aircraft making scheduled flights across the U.S. The contract runs through April 2009.

BAE officials stressed that there will be no testing of JetEye's missile-defeating capability, which has previously been done at government test ranges. Instead, the project will evaluate the system's compatibility with daily passenger airlines operations and maintenance.

"American Airlines is pleased to continue its partnership with BAE Systems and is fully committed to supporting and participating in the passenger airline evaluation phase of the DHS's counter-MANPADS program," said Craig Barton, American Airlines managing director. "We believe this is a key step toward understanding the true impact of the technology and operational models on the airline industry."

But industry groups are skeptical. "There is no industry support for anti-missile devices on commercial aircraft, and we remain opposed to any mandates of this equipment for U.S. or foreign carriers," said Steven Lott, spokesman for the International Air Transport Association. "MANPADS remain a very serious threat to aircraft, but these short-sighted, technologically unproven projects could potentially bankrupt many of the world's airlines. According to the manufacturers of these systems, the minimum cost to the airline industry would be US\$20 billion over the next decade and will likely cost even more," Lott added, saying the government should focus "on stopping the proliferation of these weapons and work on more sophisticated patrolling of the airport perimeters."

The Air Transport Association has made a similar argument in the past, complaining in an issue brief on its Web site that "programs seeking to improve airport perimeter surveillance – in effect adding to the layers of security – get relatively little attention," compared to DHS counter-MANPADS research efforts. *-john\_doyle@aviationweek.com*