

## »» atc maastricht awards 2005 — the winners



*Jane's Airport Review* received 19 nominations in the last quarter of 2004 for the ATC Maastricht 2005 Awards.

These were reviewed by a panel of judges comprising representatives from the US Federal Aviation Administration; Eurocontrol; IATA; CANSO; and Jane's Information Group.

Six awards were presented at the ATC Maastricht 2005 ceremony on 1 February 2005. The awards serve to highlight the contributions made towards safer skies and capacity enhancements within the airspace management industry.

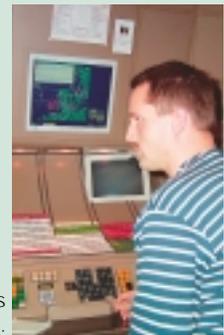


Kevin Brown, vice-president Boeing ATM, opened the awards ceremony.

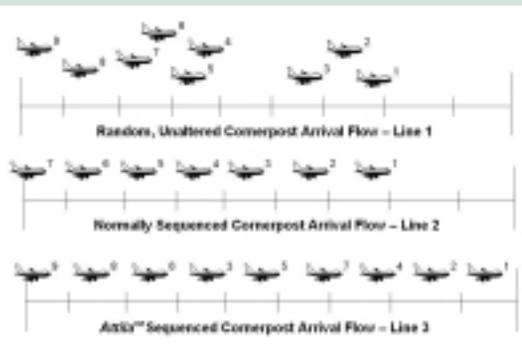


Carsten Nielsen, Terma's director sales and marketing, Air Traffic Management, receives the Industry Award.

**The Industry Award** recognises a significant contribution to enhanced capacity and safety. The winner was **Terma** of Denmark, whose ATC Integrated Information Support System is in operation in Azerbaijan, Bulgaria, Denmark, Germany and the Netherlands. The latest version introduced in 2004 displays air traffic load data from Eurocontrol's central flow management unit and is used by Naviar air traffic controllers at Copenhagen control centre. These controllers can see traffic load 20 minutes ahead and can allocate controllers accordingly to manage the traffic.



Terma's ATC\*ISS operates at Copenhagen centre.



Attila software optimises aircraft arrival flow in real-time.



Elissa Seidenglanz, vice-president director business development of ITT Industries, receives the Innovation Award.

**The Innovation Award** recognises new entrants to the market. This was won by a software product called **Attila**, developed by **ATH Group** and **ITT Industries**. The Attila Process is an en route, self-metering aircraft time sequencing system that uses a computer-based decision process to optimise aircraft traffic flows in real-time. The system analyses the real-time factors affecting the arrival flow and calculates optimal arrival times for each aircraft. Once a solution has been determined, Attila automatically sends an ACARS message advising of the cornerpost time to each

pilot in the arrival flow. Subsequently, Attila continuously monitors the arrival flow and adjusts accordingly. The system has undergone operational trials with TWA at St Louis-Lambert International Airport. Separate simulations undertaken by ATH showed that a small hub airport could improve on time performance by over five per cent.

Joint procurement initiatives include Instrument Landing Systems.



Thales 0585764

**The Service Provision Award**, which reflects contributions to safe and efficient airspace, went to the Joint Procurement Work Group at **CANSO**. This shares information on planned procurement activity and co-ordinates these activities to reduce costs and maximise air navigation service providers' leverage.

Rival commercial-off-the-shelf (COTS) products that entered the market using LCD technology were designed as replacements for the Sony DDM and so closely mirrored its interfaces.

This enabled the group to work with a common requirement that any of the COTS products could fulfil and to drive the market, delivering significant cost savings to service providers. In the field of instrument landing systems (ILS), the work group has established that more than 80 per cent of European ILS specifications are identical.



Ton Weijers, manager of the purchasing department at Dutch service provider LVNL.



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■ Six awards were presented at the ATC Maastricht ceremony.

**The Future Systems Award** recognises the development of next-generation technology. It was awarded to **IATA** for the ATM Implementation Roadmap, which was presented to the ICAO Commission in November 2004. The roadmap was developed over a five-month period by a group comprising Airbus; Boeing; Eurocontrol; the FAA; IATA; and Thales. It was also supported by ARINC; Honeywell; Inmarsat; Rockwell Collins; and SITA. The roadmap resulted from a recommendation at the 11th Air Navigation Conference in September 2003. It is expected to be incorporated into the global air navigation plan for CNS/ATM systems. The group now plans to progress to the next logical step. In 2005, it will develop roadmaps for equipage and decommissioning of navigational aids.



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■ Adrian Dumas, IATA's assistant director of air traffic management.



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**The Contribution to European ATM Award** went to the **European Commission DG Transport**, for succeeding in the task of establishing the Single European Sky as a legal entity; and for taking the Single European Sky from concept to reality in a short time while maintaining the support and buy-in from all the stakeholders involved. The Single European Sky represents the continent's most effective solution to the problem of coping with a potential doubling of air traffic within the next 20 years.

■ Alfonso Arroyo, European Commission DG Energy and Transport, Air Traffic Management and Airports.



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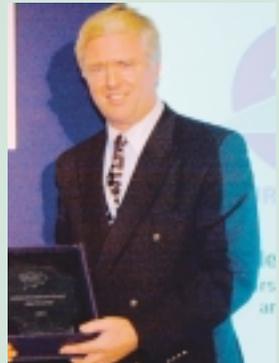
■ ATC Maastricht Awards 2005.

**The Individual Contribution to ATM Award** was awarded to **Alex Hendriks**, Eurocontrol's head of airspace/flow management and navigation. Alex began his career as an air traffic controller in the 1970s, rising up the ranks to become head of ATC procedures for the Dutch service provider in 1986, and executive vice-president technical of IFATCA.

Alex joined Eurocontrol in 1991 and has become a leading figure in Europe's evolving airspace design. Among his many achievements, Alex was instrumental in setting up an integrated process for European airspace and ATS route network planning and implementation. He played a vital role in ensuring the acceptance by European States of the flexible use of airspace concept, and has managed its implementation in various phases.

Alex took the lead in introducing basic RNAV in Europe, and creating the business and safety case upon which the JAA accepted GPS for en route navigation, paving the way for Europe to become the first full continental RNAV airspace in the world.

He was one of the driving forces behind the European RVSM initiative and served as chairman of the RVSM steering group. He took the initiative to create a multi-agency forum with FAA and Nav Canada to develop new global ATC procedures. The forum now provides direct input into ICAO. Not least, Alex is an airline pilot, flying B-737s since 1998.



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■ Alex Hendriks, Eurocontrol's head of airspace/flow management and navigation.

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