ATCA, CANSO Announce New Global Conference in Madrid

For more than half a century, ATCA has gathered the “right aviation professionals to discuss the right topics,” ATCA President Pete Dumont said as he kicked off the ATCA 56th Annual Conference and Exposition. Now, thanks to a new conference sponsored by ATCA and the Civil Air Navigation Services Organization (CANSO), that discussion will become global.

The inaugural CANSO World ATM Congress will debut in Madrid in 2013, said Dumont and CANSO Chairman Paul Riemens. The conference, which will take place Feb. 12 to 14, is a “world-class global event by our industry for our industry,” Dumont said.

“As you look around the conference landscape these days, you’ll see a lot of commercial, for-profit enterprises,” he added. A company may put on an air conference one week and a health care conference another next week. But the CANSO World ATM Congress is a “global forum for the global ATM and air traffic industry, by the ATM and air traffic industry,” Dumont said.

Riemsen said the large-scale exhibition and conference with be “THE annual event for the ATM industry,” featuring CEOs, senior managers and experts from air navigation service providers; airline and airport stakeholders; and politicians — “all the people who matter in the industry.”

Today’s ATO Focuses On Execution Rather Than Planning

When he was serving in Afghanistan in 2004 and 2005, David Grizzle was amazed by all the plans he encountered.

For instance, there was the evacuation plan: If he heard an American-sounding siren, he should run for cover, but if the siren sounded European, he should duck and cover. It sounded like a good plan until the first nighttime rocket attack, when a frenzied Grizzle couldn’t remember which siren was which and found himself trying to pull on his pants and crawl under his bed at the same time.

“This was my first and most profound revelation that the capability of executing a plan can be far more determinative of outcomes than the quality and content of the plan,” said Grizzle, chief operating officer of the Federal Aviation Administration’s Air Traffic

Babbitt Discusses FAA Funding, Controller Training and PMO

Air traffic control has come a long way from the 1930s, when controllers navigated via bonfires, beacons, and personal communications with pilots, said J. Randolph Babbitt, Federal Aviation Administration (FAA) administrator.

This year marks the 75th anniversary of air traffic control systems in the United States, and ATCA has been a very significant part of the industry, Babbitt said during the Monday morning opening ceremony for ATCA’s 56th Annual Conference and Exposition.

“Advances in this industry have

Capt. Eric Moody Opens This Morning’s Program

Retired British Airways Captain Eric Moody, will open this morning’s ATCA Annual program at 8 a.m. in Maryland Ballroom A/C.

Moody was the first captain to navigate a 747 through volcanic ash, and successfully complete his flight, despite working against the odds of all four engines failing him and his crew. They were successful in starting up the engines and landing the plane safely. He will revisit the experience and expand on lessons learned during his presentation.
First Day of ATCA 56th Annual Draws Top Speakers, Topics

Speaker abstracts from the ATCA 56th Annual Conference & Exposition, Monroe, N.C., October 3–5, 2011. The conference included the A TCA 56th Annual Conference & Exposition, October 3–5, 2011, presented by the Air Traffic Control Association (ATCA).

R epresentatives from the Federal Aviation Administration (FAA) and the Department of Transportation (DOT) took part in a new offering at the ATCA Annual Conference: an interactive leadership panel.

FAA executives Steve Bradford, Greg Burke and Rob Tucker, along with Matt Hampton from the DOT and moderator Charlie Keegan from Raytheon, answered a variety of audience questions and Twitter/text polls during the Monday morning panel. Questions and answers included:

Which lessons has the FAA learned, and what does it have trouble learning?

Hampton said lessons learned include closer communication with air traffic controllers, a respect for the difficulties associated with automation, and a retreat from the “big bang” theory of acquisitions in favor of a far more incremental approach.

The FAA has had trouble learning how to state benefit cases, he said. Users are asking for the FAA’s help to close their business cases; this includes benefits like reduced fuel costs or better arrival times. “Airlines are far more direct about what the benefits are,” Hampton said. Another problem area is complex transition issues. Roughly 25 percent of controllers are in training, Hampton said, so the FAA needs to get a better sense of how much can be accomplished at a certain location given the level of controller training.

Finally, the FAA needs to better communicate its priorities, Hampton said. Competition for federal dollars is intense, so the FAA needs to articulate three or four major priorities.

Which NextGen Transformational Program do you think is essential to realizing the full benefits of NextGen’s goals to increase efficiency and capacity, improve safety, and reduce aviation’s impact on the environment?

The audience ranked Automatic Dependent Surveillance-Broadcast (ADS-B) first, followed by Data Communications (data comm), System Wide Information Management (SWIM), Collaborative Air Traffic Management Technologies (CATM-T), NextGen Network Enabled Services (NextGEN) and Federal Airway Management (FAM).
Tuesday Schedule

NextGen (including not only knowledge, skills, and abilities, but also behaviors, expectations, culture, etc.) in order to realize its potential benefits for all stakeholders. Social scientists (and experience) teach us that the most difficult elements to transform in a major system redesign are not the technical components, but rather the behavioral and cultural adjustments required by the workforce and their organizations.

Moderator: David Sweet, Consultant for The Boeing Company
Speakers:
- Rick Ducharme, Federal Aviation Administration
- Bruce Freedman, SRA International
- Paul Rinaldi, National Air Traffic Controllers Association
- Robert Torn, International Federation of Airline Pilots Associations
- Mike Wambsganss, Crown Consulting Inc.
- Abe Zwany, Booz Allen Hamilton

Coordinator: Pat Forrey, Forrey Associates

12:15 a.m. – 1:45 p.m.
Keynote Lunch
Featuring: Scott Altman, NASA Astronaut, and ATCA MEMBERSHIP MEETING
Maryland Ballroom A/C
Sponsored by SRA International

1:45 – 3 p.m.
ICNS SESSION A
Maryland Ballroom A/C
Moderator: Mike Harrison
Topic: Communication, Navigation, and Surveillance (CNS)

3:00 – 3:45 p.m.
Ice Cream Break with Exhibitors
Sponsored by Midwest ATC

3:45 – 5 p.m.
ICNS SESSION B
Maryland Ballroom A/C
Moderator: Chip Meserole
Topic: Automation and Simulation

The ATCA Presentation Theater is an opportunity for members to showcase their findings from throughout the year, and a platform for company product demonstrations. It is located in the back of the exhibit hall at the end of aisle 800.

10 – 10:30 a.m. • Status of Intelligent Video for Air Traffic Control and Airport Operations
Moodie Cheikh, CEO, Searidge Technologies
Abstract: This discussion will focus on providing ANSP’s and airports with an update on various Intelligent Video applications. Information will be shared in regards to where and how the technology is implemented, and some of the challenges associated with implementation.

3 – 3:30 p.m. • Unmanned Aircraft Systems Integration into NextGen
Robert Hoffman, Ph.D. Director of Advanced Research Group, Metron Aviation
Abstract: Technological innovations have enabled a wide range of remotely operated vehicles, generally referred to as unmanned aircraft systems (UAS). Viable applications include border control, cargo transport, land use imaging, law enforcement, military missions, telecommunications and weather data collection. Full fruition of UAS technology requires their incorporation into the National Airspace System (NAS), under mainstream Air Traffic Management (ATM) practices. The incredible variety and range of UAS capabilities presents many challenges. Metron Aviation will discuss these challenges and related activities designed to address UAS integration issues.

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Software & System Engineers
Babbitt
Continued from page 1

helped us to maintain and achieve an unparalleled safety record,” he said, noting that each day, 15,000 U.S. air traffic controllers handle 50,000 to 70,000 operations.

But safety can always be improved, Babbitt said. The FAA has just accepted 50 recommendations from a blue-ribbon independent panel for air traffic controller training. “As we move forward with the transformation of NextGen, we need to make certain that the air traffic controllers in this country receive the best training possible,” he said.

Key Recommendations

Babbitt said the recommendations, which were posted on the FAA website Monday, include:

• A more stringent evaluation of curriculum that includes “very standardized advanced training.”
• Required training for controllers at their permanent field facility. “The goal is that every controller has the same skills,” Babbitt said. “We want to make sure that what we’re doing is consistent and uniform.”
• Yearly refresher courses for all controllers.
• Mobile simulation labs, which will give controllers in smaller facilities equal access to simulator training.

Babbitt also discussed changes the FAA is making internally to accommodate NextGen. The most significant change is the creation of an FAA Program Management Office (PMO) that will “act as bridge between strategic NextGen requirements and tactical implementation,” he said. “NextGen involves more than air traffic control.”

All NextGen-related programs will move into the PMO, which will streamline operations and result in better cost control and economies of scale, Babbitt said.

Reliable Funding

Despite uncertainties as to when funding will arrive — the FAA is now on its 22nd short-term reauthorization — the 2012 budget includes $18 billion for the FAA, Babbitt said. In addition, President Obama’s Putting America Back to Work proposal authorizes $50 billion for airport, road, railway, and transit system construction. This includes 150 miles of runways, $1 billion for NextGen research and development, and $2 billion for airport improvements such as noise mitigation, he said.

“But to achieve consistency, we need a clear path of established funding” from Congress that includes a multiyear reauthorization of the FAA.
Interactive

Continued from page 2

Weather (NNEW) and National Airspace System Voice System (NVS).

Burke said FAA funding is generally in line with these rankings, but the agency also has to pay attention to other National Airspace System (NAS) programs.

What are the key metrics to delivering NextGen programs?

Bradford said the FAA has been working for a year to try to identify metrics. “Essentially, they boil down to increasing throughput and decreasing weather conditions; can I reduce the time, reduce the altitude changes, reduce the distance?”

This includes improving arrival rates under all weather conditions, boosting controller productivity, and evaluating whether “controllers are actually using the tools we gave them,” Hampton said. In addition, he said, there’s another consideration: How do NextGen investments impact operations budgets and help control costs?

How does the FAA prioritize programs that reduce agency costs versus reducing user costs?

Tucker said when evaluating programs, the agency’s adage is “you start with no money and you have to earn your money.” The FAA uses a complex scoring system: up to five points for how much the program reduces FAA costs; five points for the program’s consistency with FAA architecture; and up to seven points for a program’s business case for saving money for airlines.

Does the FAA truly believe the technologies to implement NextGen exist today?

Bradford said the basic core research that would enable NextGen for the next six to seven years is “pretty well understood, but beyond 2018, there is still some research to be taken care of.” One weakness is the wake effort: “We’re doing well on departure, but are still researching arrivals,” he said.

Will the FAA mandate data comm to close the business case and increase safety for NextGen?

There is no mandate; instead, there is much discussion with industry, Burke said.

Which solution would you identify as conferring the major impact to NextGen and reaches across multiple stakeholders?

The audience ranked Collaborative Air Traffic Management (CATM) number one, followed by Trajectory-Based Operations (TBO), Transform Facilities (FAC), Reduce Weather Impact (RWI), High Density Airports, Flexible Terminal and Airports (FLEX), and Safety, Security and Environment (SSE).

Do you feel there are disconnects between the vision of NextGen and what is truly affordable?

Since 2007, the capital investment plan vision for NextGen has adjusted, Tucker said, noting that “the vision currently on the table is probably realistic.”

Hampton said the initial NextGen estimate was $20 billion for government programs and $20 billion for investors. “Now it has moved considerably to the right,” he said. “We’re in very different environment than we thought, and we’re going to get a NextGen that is different than we thought.”

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ATO
Continued from page 1

Organization (ATO). “I began to use the phrase: The worst plan that you can execute is better than the best plan that you can’t.”

Grizzle told ATCA attendees that he applies this principle to his job today. “The most exciting developments at the FAA have very little to do with the development of new activities, but instead have to do with the activities to develop the very sound plans of our predecessors,” he said during a Monday afternoon speech.

Grizzle and ATO Deputy Chief Operating Officer Rick Ducharme, who spoke to ATCA attendees Monday morning, emphasized how the ATO is implementing and adapting to the many changes associated with the NextGen plan.

Ducharme said ATO is working to simplify its lines of accountability and reorganization, making communication more accurate and timely. This includes reducing the chain of command by eliminating four vice president positions between the COO and deputy COO positions, he said.

Safety operations have now been combined with training to ensure that FAA Academy graduates fully understand the Air Traffic Safety Action Program (ATSAAP), he said. In addition, information technology, finance, and acquisition are now under one umbrella. “That brings a structure that is typical among healthy, complex organizations,” Grizzle said.

The NextGen office has been elevated to the administration level, reporting to FAA Deputy Administrator Michael Huerta, and the new Program Management Office (PMO) will bring together 125 capital management programs beginning Oct. 9, Grizzle said. Not only will the PMO ensure all the programs work together, but it will also be a single point of contact for vendors, he said.

Ducharme said other improvements include emphasizing training and “putting swagger back in the organization.”

“Our training program needs to move forward in NextGen, we’re making sure we have the simulation and training tools at the Academy to introduce it to new folks,” he said. “We have a much more aggressive training process. I think there’s a noticeable difference in how prepared the folks we get in the field are.”

Revamping Academy programs has resulted in a 13.1 percent wash-out rate this year compared to 5 percent last year, Ducharme said. “I think the Academy should be the number one screening organization for bringing new controllers into the field,” he added.

Grizzle gave an update on how various aspects of NextGen operations are being implemented, including:

- **En Route Automation Modernization (ERAM).** There are 18 ERAM centers to go before establishing operational readiness, he said.
- **Terminal Automation Modernization and Replacement (TAMR).** This will result in a single common automation platform for the first time in the FAA’s history, Grizzle said.
- **Automatic Dependent Surveillance-Broadcast (ADS-B).** Grizzle said 300 ground stations are operational, adapted to four of the FAA’s operational platforms. ADS-B is also slated to become operational in March at ERAM’s Houston center.
- **System-wide information management (SWIM).** Segment one is working with seven diverse NAS programs, ranging from flow management to special use airspace, Grizzle said.

**Data Communications.** This program delivers support for more than 6,000 aircraft and 1.2 million flight deck and controller messages daily, Grizzle said, but also highlights the problem of competing interests. There’s a desire for international harmonization of messages, and controllers and pilots want to integrate data comm in a seamless way. “It’s like each interest has a piece of the puzzle and we have to make the pieces fit together to form a complete picture that has everybody’s face in it,” he said.

Voice system program. Many switches are still DOS based and have to be rebooted with a floppy disk, Grizzle said. The FAA is working on a more flexible platform to reconfigure the voice system.

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CANSO World combines a large-scale exhibition, industry conference and social events providing unrivalled networking opportunities and the chance to find out the latest trends and developments in air traffic control.

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What the industry is already saying...

"We are extremely excited about the opportunity to attend a trade show where the all decision makers of the significant ANSPs will be in attendance. We have never had this opportunity before, and because of that, Boeing is committed to CANSO World. We are appreciative of ATCA and CANSO partnering to provide this unique opportunity."

Neil Planzer, Vice President ATM, Boeing

"Time and time again, CANSO has demonstrated the impressive progress that can be made when suppliers and ANSPs work together to define the future of our industry. Airbus is therefore committed to CANSO World and we are looking forward to meeting the world’s ANSP decision-makers under one roof."

Eric Stefanello, Senior Vice President ATM, Airbus

'I would like to congratulate CANSO for taking the initiative to launch CANSO World in 2013. CANSO has a track record of bringing together the key decision makers in the ATM mega-community, both ANSPs and suppliers. I have no doubt that CANSO World will be a great success."

Fred Messina, Vice President, Booz Allen Hamilton

"As an Air Navigation Service Provider, we stand fully behind CANSO World. It will take some time and effort to pull together, however the combination of CANSO working closely with ATCA on the event logistics is an excellent idea."

Eamonn Brennan, Chief Executive, Irish Aviation Authority
Communication, Navigation, and Surveillance (CNS)
ICNS SESSION A
1:45 – 3 p.m. • Maryland Ballroom A/C

Satellite Based Voice Communications for Air Traffic Management and Airline Operations

Dieter Eier is the Vice President of Business Development for Frequentis USA. Over the last 18 years he has continuously worked towards introducing the latest voice communications technologies into the National Airspace. Eier represents Frequentis in various NEXTGEN research and development activities including the Daytona NextGen Testbed, and is also responsible for the cross-Atlantic coordination with the Frequentis SESAR Joint Undertaking efforts.

GBSAA Radar with Altitude Processing Supporting UAS in the NAS

Robert Stamm is a Senior Principal Engineer with Raytheon working on concepts for Ground-based Sense and Avoid for unmanned aerial vehicles through a cooperative research and development agreement with the U.S. Air Force. He has over 25 years of systems and software architecture experience.

Graphical Data Linked TFRs and NextGen

Gary S. Livack is an Aviation Safety Inspector/Operations assigned to FAA’s Washington, DC Headquarters. He has worked on various projects to enhance flight crew situational awareness, including aerodrome, terrain and obstacle databases and alerting systems, aerodrome mapping data bases, traffic data link systems, notably ADS-B, and MET/AIS data link services. Livack is a member of several RTCA and SAE G-10 technical committees, including RTCA’s SC-186 special committee on ADS-B, SC-206 on Aeronautical Information and Meteorological Data Link Services, SC-217 on airport mapping, terrain and obstacle data bases, and more.

Applications Survey for the Future AeroMACS

Chris Wargo is a Principal Analyst with Mosaic ATM

Automation and Simulation
ICNS SESSION B
3:45 – 5 p.m. • Maryland Ballroom A/C

Moderator: Chip Meserole, ICNS Executive Committee

Dr. Jere S. (Chip) Meserole is the Director of Advanced Air Traffic Management within Boeing Research & Technology. This group executes Boeing’s contracts and internal R&D aimed at transformation of the air traffic system through NextGen in the US and SESAR in Europe. He directs Boeing participation in several international committees and working groups working on ATM standards and global harmonization. He has been with Boeing AATM since 2001; previously he worked in R&D in space systems at Boeing for 17 years. He holds a B.S.E. degree from Princeton University, an M.S. from Cornell University, and a Ph.D. from MIT, in aerospace and mechanical engineering.

A Validation Study of Merging and Spacing Techniques in a NAS-Wide Simulation

Patricia Glaab is an Aerospace Technologist at the NASA Langley Research Center.

Tower Flight Data Manager Decision Support Tools

Mary Ellen MBEI is a Principal Systems Engineer at Mosaic ATM where she manages the TBO Engineering Group and leads several prominent projects. Currently, she leads the External Interface team on the Metron/SE2020 Tower Flight Data Manager prototype.

Surface Conformance Monitoring in a NextGen Timeframe

Paul A. Diffenderfer served as an air traffic controller, staff specialist, supervisor, and mid-level manager for the Federal Aviation Administration prior to his retirement in 2009. He served the last 17 years of his FAA career in Atlanta, Georgia at the Atlanta Tower and TRACON. He is currently working on developing future air traffic control tower concepts as a Lead Domain Operations Analyst at MITRE’s Center for Advanced Aviation System Development (CASD) in McLean, VA. Mr. Diffenderfer received a BS in Mechanical Engineering and Aviation Technology and is an Airline Transport Rated pilot and Certified Flight Instructor. He is a member of the Aircraft Owners and Pilots Association and Experimental Aircraft Association.

A Fully-Dynamic Network Flow Model of the NAS

Tim Myers is a senior analyst and project manager at Metron Aviation. His areas of expertise include network optimization, mathematical modeling, NAS simulation, and software prototyping in support of the FAA’s S2020 and CED programs as well as several NASA NRAs. Mr. Myers currently serves as project manager and lead analyst on multiple development efforts. He is an active member of the American Institute of Aeronautics and Astronautics (AIAA).
The world’s air transportation system is fragmented and inefficient. That’s why it’s essential to create an air traffic management system that links disparate systems into a harmonious whole. At Lockheed Martin, we’re working with industry partners to develop technologies that will increase capacity, provide performance enhancements and cost savings, and create the seamless air traffic management system of the future. Building next-generation air transportation is all a question of how. And it is the how that Lockheed Martin delivers.
The 2011 ATCA Scholarship Program Recipients

Each day in ATCA Today, we will feature several ATCA Scholarship Fund recipients in conjunction with their presentations by the ATCA Scholarship Committee throughout the Annual.

The following students received a Student Scholarship, awarded to students enrolled in an aviation related program of study leading to a bachelor's degree or greater:

Jorge Diaz-Albelo
Embry Riddle Aeronautical University
- Jorge will attend Embry Riddle with a degree objective in Aerospace Engineering and Air Traffic. He graduated from High School this year with a 3.9 GPA.
- Jorge is a member of the National Honor Society and has been since 2007. He demonstrated his leadership by counseling new and prospective students.
- He volunteers for the United Way and the Down Syndrome Foundation where he assisted with children with physical and motorized activities.
- Jorge is interested in improving educational programs by using technology to train students in a variety of ways. He understands and illustrated that learning does not just mean attending a class — it is determining how to engage students in the learning process.

Lauryn Hoch
Texas A&M University
- Lauryn will attend Texas A&M this year with degree objective of a Masters in Aerospace Engineering. She maintained a 98 High School average and earned the recognition as a High School Aerospace Scholar.
- In Lauryn’s spare time she builds rockets and this year is experimenting with different wing formations after a full scholarship to Space Camp at NASA where she studied aerospace.
- Lauryn has supported many fundraising and mission projects for international initiatives including a Haitian orphanage, a mission trip to Ecuador, a collection drive for Zambia, and a Brazil mission trip.
- Lauryn organized a Prom Dress Exchange. This activity was to provide dresses for girls less fortunate and in need a way to reduce cost to attend the prom. She collected and distributed over 200 dresses, shoes and accessories. She is described as a self-disciplined leader who works well with a team.

Michael Hull
Bowling Green State University
- Michael is attending Bowling Green State University and is maintaining a 4.0 GPA in Aviation Studies. He is on the Dean’s List.
- Michael is a four year honor student, varsity athlete, and a contributor to both his church and community. His volunteer activities include teaching football camps for children, a mission trip to the Dominican Republic, providing activities for mentally handicapped, and Habitat for Humanity.
- He is a member of AOPA, the Aviation Fraternity Alpha Eta Rho, and the University Aviation Association. He has his pilot’s license and passed the FAA Instrument written exam as a 1st semester freshman.
- His recommendation letter states “it is obvious that he has unlimited potential for career growth and will continue to be a credit to the aviation industry.”

Garrett Atkinson
2009 and 2011 Winner Attending ATCA 56 Today
Embry Riddle Aeronautical University
Garrett is an active duty service member stationed in Japan. In his studies at Embry-Riddle, he has maintained a 3.923 GPA while serving with distinction in the US Navy as a Strike fighter Squadron Electrician and Troubleshooter. He has been a leader in numerous volunteer organizations throughout Asia. These include a Habitat for Humanity build in Manila; organizing a beach clean up in Sembawang; visiting orphans and donating toys in Thailand and south Korea, and providing care and upkeep at the Cohnu Koala Park for rescued animals. Garrett has a goal of becoming a commercial pilot. He will finish his undergraduate degree in the near future and will begin his Masters degree with Embry Riddle. Garrett’s seven years experience as an aviation maintainer will provide a well-rounded knowledge for his future endeavors. Garrett is recognized as by his peers as the one stop resource for all education related matters. He encourages others to dispel fears and motivate others toward their academic goals.

Boeing, SELEX Sistemi Integrati Partner on Future Global Air Traffic Management Systems

Companies sign Memorandum of Collaboration for global interoperability

OCT. 3, 2011—Boeing (NYSE: BA) and SELEX Sistemi Integrati, S.p.A of Italy today announced the signing of a Memorandum of Collaboration to work toward compatibility of global air traffic management systems. The companies will seek to cooperate on the Single European Sky ATM Research (SESAR) program and the U.S. Next Generation Air Transportation (NextGen) program.

The United States, Europe and other regions of the world have major programs under way to modernize their air traffic management systems. When aviation systems have compatible air traffic control systems, procedures, equipment and training, they are said to be interoperable, which enables airspace users to operate seamlessly through global airspace.

“Global interoperability is achievable through strong collaboration of government and private sector leaders in air traffic management in both the U.S. NextGen and European SESAR initiatives,” said Neil Planzer, vice president, Air Traffic Management, Boeing Flight Services, speaking at the Air Traffic Control Association’s (ATCA) annual conference in National Harbor, Md.

Industry Update

European Sky ATM Research (SESAR) program and the U.S. Next Generation Air Transportation (NextGen) program.

Spectrum Challenges for GPS

Look for our story about the proposed wholesale-only integrated wireless broadband and satellite network, LightSquared, in Wednesday’s issue of ATCA Today.
Industry Update

OCTOBER 4—New Bedford Panoramex Corporation (NBP) announced the launch of a new partnership with the (FAA) that will revolutionize energy usage and efficiency at our nation’s airports. Recently, NBP was awarded a contract through a competitive bidding process to replace legacy Precision Approach Path Indicator (PAPI) systems powered by antiquated incandescent lamps with up to 400 systems that are by powered by Light Emitting Diode (LED) lamps. Once implemented, this program could cut energy costs for PAPI systems at U.S. airports by seventy five percent.

“The newly designed Next Generation PAPI will seamlessly allow airports to run greener, leaner and more efficiently while dramatically reducing environmental costs and the impact associated with older incandescent lamps,” said NBP President Steven Ozuna. “These new systems are real game changers that will provide dramatic energy savings to airports and taxpayers—at a time when they are needed the most.”

Tweet-up!

Here’s what Annual attendees have been saying about the event. Join the fun and discussion by tweeting about the conference with the tag: #ATCA56. We’ll pick a winner for each day and announce them (on Twitter, naturally).

@FAAnews: “The brand new FAA emergency response vehicle makes its debut at #atca56. Come by and check it out! Twitpic.com/6uopre

@AmyParish09: “Excited to be here!”

@Raytheon: “We’re at the #atca56 conference in national harbor, MD. Stop by to learn about our air traffic management solutions.”

Shuttle Bus Schedule

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<th>Departures From FAA (with access to L’Enfant Plaza Metro)</th>
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Travel times are approximately 35 minutes each way depending on traffic conditions. *Returning to FAA FOB10A

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