Capt. Moody Recounts Flight 9’s Run-in With a Volcano

With British sangfroid and dry humor, Captain Eric Moody put a personal spin on the famous story of how he flew his Boeing 747 though a volcanic eruption 19 years ago and, despite total engine failure, landed the plane safely.

Moody, who delivered the keynote address Tuesday morning, flew for British airlines for more than a quarter century, retiring in 1996. But his journey started much earlier than that.

“The first record in my family of me wanting to fly apparently was at age 4,” Moody said. As he stood on a hill on his grandfather’s farm in Southampton watching dogfights during World War II, he dreamed of being a fighter pilot. But the dream changed the day the first British Overseas Airways Corp. (BOAC) plane flew over his head.

Smitten with the idea of traveling to exotic places, he learned to glide at age 16 and got his private pilot’s license at 17. By age 23, he was a graduate of BOAC’s Hamble College of Air Training and a professional pilot.

In 1971, he flew his first copilot mission on the spiffy new Boeing 747-200. Ten years later, he was named captain.

In June 1982, Moody was living his childhood dream, flying a nine-day trip out of London’s Heathrow airport to Beirut, Lebanon; Muscat, Oman; Jakarta, Indonesia; Kuala Lumpur, Malaysia; and Perth, Australia.

As he, his copilot and engineer drove to the Kuala Lumpur airport for their evening takeoff, “the first thing I noticed was how dark it was. There was no moon,” Moody said. Then he learned that his airplane coming in from Bombay was half

Continued on page 10

Scott Altman Tells Tales of His Days In Flight During Tuesday’s Luncheon

Retired NASA astronaut and Navy captain Scott Altman kept the Tuesday lunchtime crowd entertained with a keynote address detailing everything from his days as a pilot extra in the movie Top Gun, to his four shuttle flights and more than 50 days in space. Altman, who decided he wanted to be a pilot after watching the TV show Sky King as a 3-year-old, said the lessons he learned as an astronaut apply to the FAA today. Teamwork and being committed to a common goal is as important in space as it is on the ground, he said. “When we work together, we really can reach for the stars.”

See Nancy Graham This Morning

Nancy Graham, director of the Air Navigation Bureau, will give this morning’s Keynote at 8 a.m. in Maryland Ballroom A/C. She will discuss the International Civil Aviation Organization’s approach to set the stage for global interoperability, as it prepares for the Twelfth Air Navigation Conference next month. Participants will gain insight into this new way of planning for the transformation of the aviation system — “aviation system block upgrades” concept. She will also moderate the Global Harmonization panel after her keynote address.

Breaking Attendance News!

The ATCA Annual has consistently grown in numbers in the last four years and this year we had record attendance in both the conference and the exhibit hall. On Tuesday, buses were full from the FAA throughout the day!
WEDNESDAY, October 5

7:30 – 8:30 a.m.
Welcome Coffee
Sponsored by Engility Corporation

8 – 8:30 a.m.
Keynote: Nancy Graham, International Civil Aviation Organization
Maryland Ballroom A/C

8:30 – 9:45 a.m.
SESSION 6: Global Harmonization
Maryland Ballroom A/C
The proliferation of new technology and aviation capabilities is rapidly expanding across the globe. NextGen and SESAR represent two of the major aviation system changes ongoing throughout the world. Both initiatives are seemingly farther ahead than most other world aviation systems, and has brought about a growing concern throughout the aviation industry, from manufacturers to operators, on the compatibility of airborne systems and ground infrastructure. Global harmonization and interoperability of new technology has risen to the level of concern enough for ICAO to begin addressing the concept of uniformity through the development of Aviation System Block Upgrades (ASBU), in an attempt to encourage harmonization of new technology through the use of a “roadmap” to facilitate ANSP’s, manufacturers and operators when upgrading their ATM system. The United States and the European Union have signed an agreement to work closely together in the development and deployment of their respective systems, to ensure that these systems are compatible to system users. However, there are several other States and ANSP’s that are in the process of developing new upgraded systems that may or may not be compatible to what NextGen and SESAR are implementing. The Global Harmonization Panel will briefly describe what some of the major ANSP’s worldwide are currently developing and implementing, and how they will achieve harmonization with other systems. Discussion will include the challenges and barriers to global harmonization of technology and the steps that are being taken – or need to be taken – to achieve a unified approach.

Moderator:
Nancy Graham, International Civil Aviation Organization

Speakers:
Steve Bradford, Federal Aviation Administration
Bob Humberton, MITRE Corporation
Neil Planzer, The Boeing Company
Dave Schroeder, NATO Coordinator:
Pat Forrey, Forrey Associates

9:45 – 10:30 a.m.
Coffee Break with Exhibitors
Exhibit Hall D&E
Sponsored by Engility Corporation

10:30 a.m. – 12 p.m.
ATCA MEMBERSHIP MEETING
SESSION 7: How Long Should We Maintain Two NASs?
Maryland Ballroom A/C
The promise of NextGen is a National Airspace System (NAS) that looks and acts very differently from today. While we are making progress, the NAS today still relies on ground-based systems while the NAS of tomorrow relies on satellite systems for navigation and surveillance. The inventory of performance-based procedures is growing and the deployment of satellite surveillance is underway but they exist alongside an extensive ground-based infrastructure. Panelists will discuss the challenges and potential solutions associated with transforming to NextGen in the face of continued reliance on our legacy ground-based infrastructure. How long should we maintain two NASs?

Moderator:
Elizabeth L. Ray, Federal Aviation Administration

Speakers:
Joe DeVito, JetBlue
Amr ElSawy, Noblis
Trish Gilbert, National Air Traffic Controllers Association
Jack Kies, Metron Aviation
Steve Pennington, Department of Defense
Craig Spence, Aircraft Owners and Pilots Association

Coordinator:
Stephanie Fraser, Metron Aviation

12 – 1:45 p.m.
Networking Luncheon
Maryland Ballroom B/D
(Exhibitors Invited)

2:00 – 3:15 p.m.
SESSION 8: Future Aviation Advisory Committee
Maryland Ballroom A/C
The Aviation Advisory Committee will provide information, advice, and recommendations to the Secretary of Transportation on ensuring the competitiveness of the U.S. aviation industry and its capability to address the evolving transportation needs, challenges, and opportunities of the global economy. The committee will assess fundamental changes in the following areas below, and identify the drivers of such change and the challenges and opportunities presented by industry developments:
- Addressing environmental challenges
- Balancing the industry’s competitiveness and viability
- Ensuring a world-class workforce necessary for a robust aviation industry
- Ensuring safety in aviation
- Securing stable and sufficient funding for our aviation systems

Moderator:
Susan Kurland, Department of Transportation

Speakers:
Sue Baer, NY/NJ Port Authority
Dave Barger, JetBlue
Ana McAhron-Schultz, Air Line Pilots Association
Bill McGee, Travel and Aviation Consultant for Consumers Union
Daniel McKenzie, Hudson Securities
Anthony Willett, Future Aviation Advisory Committee

Coordinator:
Paul Planzer, Air Traffic Control Association

3:15 – 3:30 p.m.
Closing Remarks
Maryland Ballroom A/C
Peter F. Dumont, President and CEO, Air Traffic Control Association

Monte Belger, Chairman, Air Traffic Control Association, and Vice President of Industry Affairs, Metron Aviation

6 – 9 p.m.
Glen A. Gilbert Memorial Award Reception & Banquet
Maryland Ballroom A/C
Sponsored by The Boeing Company

Join ATCA in honoring Jane Garvey, former FAA Administrator and current chairman of Meridiam.

The ATCA Membership Meeting will be held at the beginning of Session 7, How Long Should We Maintain Two NASs?, at 10:30 a.m. today.
Launching in Madrid, February 12-14, 2013

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

CANSO World is backed by leading air navigation service providers and industry suppliers, making it the only event organised by the industry, for the industry.

What the industry is already saying...

“Lockheed Martin is looking forward to participating in the CANSO World event. As a long-standing associate member of CANSO we see this as an important mechanism to improve communications between industry and the ANSPs.”

Sandy Samuel, Vice President, Lockheed Martin, IS&GS-Civil Transportation Solutions Business

“It’s a wonderful thing that ATCA and CANSO have gotten together to create an event for the ANSPs and the ATC companies to come together like this. We see it as a tremendous opportunity.”

Bob Coulson, Senior Executive Account Manager, Harris Corporation

“CANSO’s 130 Members are united about the need for change: “CANSO’s goal is to help the industry help itself. This is about bringing together the global aviation community to deliver the transformation that we need, to the benefit of the entire aviation system.”

Greg Russell, CEO Airservices Australia

“One of the reasons why we decided to join CANSO was due to the fact that it is able to bring together the decision makers in the industry, both suppliers and ANSPs. We are looking forward to the opportunities that CANSO World will offer in 2013.”

Bobby Sturgell, SVP, Rockwell Collins
How Do You Train the Next Generation of NextGen Workers?

More than 2,000 years ago, Aristotle said that an innovator’s enemies are those who do well under the old conditions. Today, resistance to change is still a fundamental human trait, said panelists during the Tuesday afternoon session NextGen Workforce Challenges. Consequently, the key to ensuring the success of NextGen is to make sure that the people who will actually use the system are instrumental in its development.

“We have to have air traffic controllers involved from the very beginning, at pre-decisional levels, so we build the system that helps us run the safest air traffic control system in the world,” said Paul Rinaldi of the National Air Traffic Controllers Association (NATCA).

“Everyone here knows what it’s like to have change done to you. Everyone wants a gold brick, but no one wants to have a gold brick dropped on their head or shoved down their throat,” said Bruce Freedman of SRA International.

The industry “spends a whole lot of time on training, but very little on organizational elements,” he added. “This goes well beyond controllers to include engineers, architects, technicians and other support people who stand behind the controllers.”

Added Robert Torn of the International Federation of Airline Pilots’ Associations (IFALPA): “The challenge for the manufacturers and developers is to listen early on for the human part of the development. This is the prime time to nail that down. If you’re not involved with [NextGen] system developers, reach out and meet some.”

Training the NextGen workforce also involves change, panelists said.

The workers of tomorrow are tech savvy, said Mike Wambganss of Crown Consulting. “Through texting, they already have personal data comm—how do we incorporate them into the workforce if we use voice communications? How do we tell them they have to go to training in Oklahoma City? They’re not going to have much patience to do a lot of manual functions that they sense could be performed by technology.”

Wambganss said perhaps the question shouldn’t be “how do we prepare the workforce for NextGen?” but rather “how should we prepare NextGen for the workforce of the future?”

“We need to embrace this as an opportunity to tap into these keen insights, this incredible technology acumen,” he said. “Maybe the key to transformations lies in this new generation.”

Another key is to include front-line managers in NextGen development, said Abe Zwany of Booz Allen Hamilton. Research shows that front-line managers are typically the number one source of information and leadership for an organization’s employees, so involving these managers in the NextGen design process is actually a risk mitigation strategy, he said.

The selection process for managers also needs to change, Zwany said. In the past, technical competency paved the path to promotion, but studies now show that the strongest leaders have the best people-developing skills. Managers need softer leadership skills such as team building and emotional intelligence to get their employees to move ahead in the face of resistance, he said.

The bottom line, said Rick Ducharme of the FAA, is “for those invested in the NAS, is this about moving airplanes or is this about moving people? It’s really at the core of NextGen—who are we serving and who benefits the most?”

“We’ve got to think about this deeply, listen to our people and invest in our people,” concluded session moderator David Sweet, a consultant for Boeing. “Let’s keep this conversation going.”

CANSO World — Right Time for ATC

“ATCA hosts the premier ATC/ATM event – not necessarily the largest, but certainly the best in quality when it comes to exhibits and agenda content. We will bring this expertise to help CANSO World succeed in becoming a world-class event. This partnership is exactly what our global industry needs, and at the right time.”

— Peter F. Dumont, President and CEO, ATCA

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Searidge Technologies provides intelligent video solutions to Air Navigation Service Providers and airports to help them cost effectively increase safety and efficiency of surface management operations. The company’s intelligent video platform IntellIDAR™ is a robust Non-Cooperative Surface Surveillance (NCSS) system and the first operational system of its kind in an air traffic control tower to provide detection, positioning, and tracking of all targets on an airport surface. Searidge is helping its customers with ATC-grade video, gap filling/A-SMGCS augmentation, apron management, and remote tower capabilities. Working with industry leaders such as DFS, EUROCONTROL, FAA, and NAV Canada, Searidge solutions are installed in sites throughout Europe, Middle East and North America. Lindsay Hoto, lindsay@searidgetech.com, Consulting, Software, Surveillance Systems (including Radar).
Panelists Discuss Ways to Fight Fatigue

Wryly noting that “I don’t have to tell you why we’re holding this session this year,” Alan Levin of Bloomberg News moderated a Tuesday morning panel discussion on Fatigue in Public Safety.

Sleep-deprived air traffic controllers have been the subject of recent media reports, but this issue isn’t limited to the air traffic industry, Levin said. The National Transportation Safety Board has found fatigue to be a factor in many accidents, most recently a marine incident that caused the biggest oil spill in Texas history, he said.

Dr. Deborah Gofreed of Arlington Sleep Medicine said that according to a National Sleep Foundation poll, the majority of Americans operate in a fatigued state. This is particularly problematic for shift workers, she said, because the body’s biological clock naturally wants us to work during the day and sleep at night.

Forward vs. Backward

“No one fully adjusts to shift work, but you can succeed if certain things are done,” Gofreed said. It’s better to schedule a worker forward—day, evening, night — rather than backward — night, evening, day. Weekly shift changes are also ineffective — it’s best to switch shifts either every few days or once every three to four weeks. Restorative naps during a shift appear to be very helpful, she said, as do stimulants like caffeine.

Alexis Brathwaite of the International Federation of Air Traffic Controllers’ Associations (IFATCA) said studies show that even though 80 percent of controllers believe fatigue is a challenge, they have mixed definitions of how to define it. Fifty-eight percent said fatigue doesn’t affect their skills, and 81 percent said they reported for duty even if they seemed tired. Research also shows cumulative fatigue is a contributor to psychosomatic conditions.

“Fatigue is a complex condition that can often lead to heated debate,” Brathwaite said. In the air traffic control industry, fatigue is traditionally viewed as a contractual issue, he said, but it should be a shared responsibility between employers, employees and operations managers.

Sleep Apnea

Jeff Richards of the National Air Traffic Controllers Association (NATCA), who is part of an FAA working group for fatigue, said in January the group released a report with 12 fatigue prevention recommendations for air traffic controllers.

The recommendations, which are based on 15 months of research, included establishing a way for employees to report that they are too tired to work, new methods to deal with sleep apnea and how to handle quick-turnaround “rattler” shifts.

Research shows that 2.8 percent of air traffic controllers suffer from sleep apnea, but based on studies conducted by the trucking industry, “we believe it’s at least 4 percent,” Richards said. Currently, sleep apnea treatment for air traffic controllers takes three to four weeks before an employee can be cleared medically and go back to work, “but now we’re looking at a five-day turnaround,” he said.

The report’s recommendation for a rattler is a nine-hour break between the third and fourth shift, a seven-hour day shift prior to a night shift and a two-and-a-half hour recuperative break during the midnight shift, Richards said.
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Broadband, GPS Providers Duke it Out Over Dueling Airspace

Two key technologies — GPS and wireless broadband — are increasingly conflicting with each other. During the Monday afternoon session Spectrum Challenges for GPS Navigation, a panel of experts discussed efforts underway to allow both technologies to coexist.

At the heart of the issue is LightSquared’s national wireless broadband and satellite network, which, according to a Radio Technical Committee for Aeronautics (RTCA) study, could interfere with GPS navigation. The U.S. Department of Defense has also raised objections to the network’s interference with its GPS signals.

The RTCA study looked at three LightSquared broadband spectrum deployment phases in upper and lower radiofrequency bands, said panelist Chris Hegarty of MITRE Corp. The conclusion was that if the broadband operates in the upper bands, GPS below about 2,000 feet would be largely unavailable. However, at bands of 5 megahertz or below, the network appears to be compatible with GPS. That limit could stretch to 10 MHz, Hegarty said, but researchers concluded that quite a bit more work needs to be done before a definitive recommendation can be made.

“GPS is critical to NextGen technology, said panelist John Hickey of the FAA, and consequently, “a whole group in the government” is looking at how the LightSquared network could interfere with existing GPS operations, and is conducting weekly meetings with LightSquared officials.

Noting that President Obama has a strong initiative to spread broadband nationwide, Hickey said “there’s an honest effort in the government to find a win-win solution. It’s not going to be a slam-dunk deal on either side.”

Nevertheless, “This has been one of the most intractable problems I’ve ever faced in the 31 years I’ve been in aviation,” he said. “We can solve this, but the real problem we have is time and cost. The uncertainty about what is going to happen is having a chilling effect on operators' ability and desire to buy NextGen equipment.”

Even though Jeff Carlisle of LightSquared said his company plans to restrict its network to 5 MHz and below, other panelists said there is much concern in the aviation industry that the network could expand in the future.

In addition, there are significant international ramifications, Hickey said.

“The U.S. has been trying to promote GPS around the world for many, many years,” he said, but

Continued on page 10
The 2011 ATCA Scholarship Program Recipients

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

The following students received the Buckingham Memorial Scholarship, awarded to children of Air Traffic Control Specialists

Brianna Brun
2010 and 2011 Winner!
Iowa State University
- Brianna is enrolled at Iowa State University and is seeking a Bachelor of Science in Genetics with a minor in Psychology. She maintains a GPA of 3.83. Her dad is John Brun at the Chicago TRACON.
- Brianna is devoted to education—not just for herself but to help others. She started a tutor/mentoring program while in high school and it continues today.
- She is involved with the Boy Scouts Merit Badge University and is a member of a service co-ed fraternity that volunteers within the community.
- Brianna’s educational objective is to obtain a bachelor’s degree in Genetics with a minor in Psychology. She then plans to attend Medical School to become a clinical geneticist. Her brother died of SIDS and she wants to help families that have experienced this tragic event and help to eliminate the cause.

Montana “Tanner” Grier
Kansas State University
- Montana will attend Kansas State University in the Fall and major in Mechanical Engineering. Her father is Steven Grier, an ATC specialist at the Kansas City ARTCC.
- Montana has been in the gifted education program since he was in elementary school. The Gifted Education Specialist said, “Tanner enjoys learning just for the sake of learning.” He has earned the following honors: the National Merit Commended Scholar, National Honor Society, Honor roll, Eastern Kansas League Scholar Athlete, and an Academic Letter.
- When Tanner is not studying, he works as a youth soccer referee and softball umpire. He is an ice marshal for a local rink and works at a car wash detailing cars. He is a motivated individual.
- His leadership skills have been honed through the Kansas Boys’ State and as a Den Leader in the Boy Scouts of America.

Starr Worthy
Arizona State University
- Starr is currently a student at Arizona State University where she is majoring in Air Traffic Management. She is the daughter of Lois Worthy, an ATC Specialist at Vandenberg Air Force Base.
- She has maintained a 4.0 GPA and her goal is to earn her Masters with a focus on how flight factors affect the human body.
- Starr has been a mentor to middle school female students on how to succeed in high school and college. She was the team lead in the Youth Court Competition and won the state regional competition.
- She was named Culture Magazine 2009 female athlete of the year. She was awarded the Factory Team ATV Manufacture Racing Sponsorship and served as the basketball team captain for her school.
- Her letter of recommendation states, “new records for women in aviation are out there just waiting for Starr Worthy to set.”

Kerri Pavlik
Duquesne University
- Kerri wants to be a pediatric nurse. She loves working with children and recognized this passion while earning money babysitting.
- Kerri’s father is William Pavlik, an ATC specialist at the Philadelphia Airport.
- As a volunteer, Kerri has donated hundreds of hours helping raise money for families in need. At Doylestown Hospital, Kerri helped transport patients from room to room and comforted patients. As a volunteer for Operation Santa Claus Kerri helped package boxes of toys and gifts for children in need. With her National Honor Society, Kerri supported the Senior Prom—for Senior Citizens. And after the junior prom, decorations were left in place and the high school hosted the senior citizens for a prom serving them dinner and offering a dance. Kerri led this activity for the community.
- Kerri was a member of the varsity volleyball team.

Rachael Tracey
Lewis University
- Rachael is a student at Lewis University studying Air Traffic Control Management. She has a 4.0 GPA.
- Rachael is the daughter of William Tracey, an ATC Specialist at the Chicago TRACON.
- Rachel is a member of the National Honor Society, serving as president her senior year. She was also president of the Viking Pals Club that planned events and activities for children with disabilities, and President of the League of Ambassadors that acted as hospitality for the school and participated in outside community activities. In addition, she worked as a Candy Stripper at the hospital.
- When not volunteering, Rachael played soccer, participated in the math club, was the captain of the bowling team, played volleyball, and is a member of Women in Aviation.

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

DeKiya Love
Purdue University
- DeKiya is a student at Purdue University with a degree objective of Professional Flight Technology.
- She works during the summer for Signature Flight in Kansas City. Her campus job is a work- study student for Horizons Student support services— an organization that provides minority students with a means to graduate.
- DeKiya believes in giving to the community and has prepared and served in a local soup kitchen for over two years. She tutors 9 and 10-year-old children with The Boys and Girls Club of America. She works with the Harvesters to sort and box food for deserving families. And she has also volunteered for Habitat for Humanity and Manor House Nursing Home.
- DeKiya is a pilot with an instrument rating. In the spring, she will take her check ride for a Commercial License. DeKiya’s triple minors include Japanese, Asian Studies, and Organizational Leadership and Supervision.
ANS CR team up with Saerco to provide services at Canary Islands
The Air Navigation Services of the Czech Republic (ANS CR), the national provider of air navigation services in the Czech Republic is pleased to announce the success of their joint bid with Spanish partner company SAERCO S.L. in the process of liberalizing air traffic services in Spain. Saerco together with ANS CR have been selected by Spanish Airports Authority AENA to provide air traffic control services at La Palma, Lanzarote and Fuerteventura airports in Spain.

The partnership between ANS CR and Saerco signed early this year is the result of several joint steps taken by the two companies in 2010. “We are very pleased that together with our partners we can be a part of this historic and unique process. The fact that our offer for the Canary Island airports was selected by AENA among the others is a recognition not only of the hard work put in by the joint project team but we also see this as a recognition of the dedication, professionalism and integrity for which we aim in our operations,” said Jan Klas, Director General of ANS CR.

DW International Ltd. (DWI) in Booth 806
DWI is very pleased to be exhibiting for the first time at the ATCA 56th Annual Conference and Exhibition.

The company supplies Flight Planning companies US and worldwide with the GNSS RAIM/RNP Prediction Service (GRPS) which is one of DWI’s key enablers for PBN implementation for RNAV and RNP Operations down to 0.1NM. DW International representatives are available this morning in booth #806.

Attendees can discover the company’s total PBN capability and see a live demonstration of the GNSS Performance Monitoring System; a tool which allows airports and ANSPs to follow ICAO Annex 10 guidance thereby further supporting PBN implementation. DWI is an independent consultancy which provides technical support in the fields of air navigation, civil air communications and air traffic management. The company also develops and maintains bespoke software and manages websites that support air operations. Phone: +44 118 324 0170.

Industry Updates

“I enjoy all the conversations with the attendees. We were lucky enough to get a good turnout this year.”
Steven Ozuna
NBP

“The seminar on NextGen workforce challenges. I liked the interplay between technology and the operators and controllers—they vividly portrayed what each of their interests are and kept the audience engaged.”
Steve Batdorff
TASC

“I liked the Tuesday luncheon. The astronaut was very entertaining, and of course I loved my wife Becky’s presentation of the scholarship awards.”
Bill Umbaugh
B & B Solutions

“The little robot at the Lockheed Martin booth was pretty cool.”
Geoff Bing
Xcelar
Spectrum
Continued from page 7

some countries have been reticent to adopt the technology for fear that the U.S. military could shut down GPS, seeing it as a security risk.

“The irony of this is that the civilian business use is now compromising the use of GPS,” Hickey said.

Carlisle said in addition to promising to use the low end of the radio frequency (RF) spectrum, LightSquared has developed filtering equipment and is proposing to rework GPS for national security reasons.

“LightSquared’s engineers from all the stakeholders are trying to figure this out. We have an expectation that the regulatory process will unfold in a certain way and that all stakeholders will be able to participate.”

Anne Swanson, an attorney with Dow Lohnes, said “the GPS industry has made it clear it supports the deployment of mobile broadband, but not at the risk of harming GPS.

Many of the arguments we’ve heard from LightSquared can be summed up as that basically the GPS industry should have seen this coming,” but the industry expected the network to be ancillary rather than stand-alone.

Added Hegarty: “My personal view is that I don’t believe we can hold the GPS industry responsible for this state of affairs.”

Moody
Continued from page 1

an hour late. “This will be important later on," he told the rapt audience.

The 747 took off at 8 p.m., and climbed to 37,000 feet. As Moody wound his way up the spiral staircase to the lavatory on the 747's upper deck, he saw what looked like smoke billowing in from the skirting boards over the air conditioning vents. Moody went back to the cockpit to report the smoke but was distracted by a spectacular view of St. Elmo's fire from the windscreen. “There we were watching this wonderful display when the first officer began to upset the evening,” Moody said, deadpan. “He reported that the fourth engine had failed.”

747 engines at that time “were absolute rubbish,” he said. He had already experienced 18 catastrophic engine failures, but this wasn’t the same. “It slowly degraded,” he said, “and then number one and two and three were gone.

“When that happens, the first thing to do is to put your hands under your bottom,” Moody said. “You sit on your hands because an accident is a series of incidents, and all you have to do is break that series. It doesn’t hurt to sit on your hands and think.”

Moody realized that the autopilot had stayed on. “I reached forward and wound in a descent of 1,500 feet a minute on the autopilot,” he said. The copilot put in a mayday call to Jakarta air control, but due to static and language difficulties, the tower misunderstood and thought only one engine had failed. Then they finally realized all four were out, there was stunned silence.

The crew then hauled out its emergency checklist titled “loss of all four generators.”

He knew from simulator training that he couldn’t attempt to start the engines until the plane dropped to 29,000 feet. He headed back to Java, 120 miles away, and decided to notify the chief steward. But that also meant alerting the passengers via the only usable intercom system.

“I thought about what to say and finally decided on: We have a small problem in that all four engines have stopped. We’re doing our utmost to get them going and I trust you’re not in too much distress. Will the chief steward please come to the flight deck,” Moody said.

Moody prepared to ditch the plane in the Indian Sea—quite distressing, he joked, because he is poor swimmer. “I had 250 pounds in my wallet and I thought what a bloody waste, that’s going into one of the deepest trenches in the world. We could have had a party last night with that money.”

He dropped the altitude to 15,000 feet, planning to carry down to 12,000 feet. The ground on the west coast of Java is 10,000 feet, which would allow for about 10 minutes of glide.

“I thought about what they said in simulator training: Inlet leadership,” he said. “I looked around for somebody to lead and settled on the engineer” who was sweating so much it was dripping off his nose.

“I said: Come on, Barry, you’re not bloody trying. With that comment, engine four came to power, 14 minutes after it shut down.”

One minute and 20 seconds later, engine number three started up, stopping the descent at 12,000 feet. Thirty seconds later engines one and two started.

But then the number two engine began to surge, emitting a big sheet of flame. “It was shaking so hard I was concerned it might shake itself off the wing,” Moody said. “I was reluctant to shut it down but I had to.”

“Five engine failures in 20 minutes I think is a world record,” he said with a chuckle.

He fought the power surge with drag, putting the undercarriage and flaps down early and using the speed brakes with the flaps out.

“We came in at 2,500 feet, and I couldn’t see the airfield,” he recalled. “I asked them if they had their lights on. ‘Oh, sorry,’ they said.”

Moody realized the windscreen had become opaque and managed to find a 5 centimeter sliver of clear side window to see out of. The glide slope was inoperative. “The airplane landed itself and kissed the earth,” he said.

Shortly after landing, he found out from a French captain that a nearby volcano had been erupting since April. “No one knew,” Moody said. “But when we got up that morning there was a newspaper that said Mount Galunggung downs jumbo.” He discovered that the volcano erupted at the exact time took the 747 took off. “Had we been on time, I think we would have missed it,” he said. “We did not fly for another 14 years before retiring, virtually incident free.”

“I think [the volcano landing] almost made me Teflon coated, but not quite,” he concluded modestly, as the highly entertained audience applauded in appreciation.
Tuesday at ATCA

(above left) Cynthia Castillo, Chair, ATCA Scholarship Fund, (left); and Rebecca Umbaugh, Chair, ATCA Scholarship Committee, (right); present Garrett Atkinson with his Student Scholarship during Tuesday’s Keynote Luncheon.

(above right) Mike Wambgansss, Crown Consulting, addresses the audience during the NextGen Workforce Challenge session.

(right) Rick Ducharme, FAA, cracks a smile during the NextGen Workforce Challenge session.

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