

ADS-B IN RETROFIT SOLUTION AND SUCCESSFUL FLIGHT TEST WITH AMERICAN AIRLINES

ADS-B In Retrofit program (AIRS) moves forward with TSO certification

The mandates for ADS-B Out presents clear opportunities for airlines to take advantage of ADS-B In technology. ACSS, an L3Harris and Thales Co., remains ahead of the game with their SafeRoute+ retrofit solution, specifically developed to bring efficiencies and increased safety in airline operations.

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ABOUT AIRS

The FAA, American Airlines, and ACSS signed a Memorandum of Agreement for the operational evaluation of the ADS-B In applications of Cockpit Display of Traffic Information (CDTI) Assisted Visual Separation (CAVS) and Interval Management Spacing (IM-S) in July 2016.

CAVS provides the flight crew with the capability to use the CDTI to assist in acquiring and maintaining visual contact with a preceding aircraft while performing visual separation on an approach in Visual Meteorological Conditions.

IM-S provides the capability for Air Traffic Control to issue a clearance for a flight crew to achieve and maintain a specified spacing goal with respect to a designated aircraft. The spacing can be expressed in terms of a distance or a time. The IM Spacing avionics provide speed guidance to the flight crew to maintain the spacing specified in the IM Clearance.

The FAA AAL ACSS ADS-B In Retribution Spacing Evaluation (AIRS Eval) project meets multiple FAA objectives:

- Promotes the early adoption of ADS-B In applications by providing a cost-effective retribut solution that applies to a large potential market
- Collect operational data during IM and CAVS operations to evaluate benefits
- Demonstrate applications, procedures and operations that support the FAA's processes for making IM extensive throughout the NAS.

OPERATIONS INTO PHOENIX SKY HARBOR

Phoenix Sky Harbor (PHX) is the proposed airport for the initial operational evaluation. CAVS arrival operations do not require ATC involvement and can be performed on any arrival into PHX. IM