OPERATIONS: AI R TRANSPOR T

Hughes has won a S5.8 million contract to supply TracView to Germany

German restructuring centres on Berlin ATC
BY JULIAN MOXON
IN BRUSSELS

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ermany is to build new air
traffic control (ATC) cen-
tres in Berlin, Munich, and
Frankfurt and modernise exist-
ing centres at Bremen and Dus-
seldorf in a major airspace re-
organisation. The cost of the
improvements, made necessary
by huge increases in traffic, is
put at "hundreds of millions" of
Deutschmarks.

A new ATC system has be-
come a priority at Berlin where
the situation has been described
by the European Civil Aviation
Conference, as a "potential dis-
aster". Traffic has doubled since
unification and further major
rises are expected in the second
quarter of 1991.
Until the new system is built,
traffic will continue to be han-
dled, with civilian help, by Ber-
lin's former governing powers,
the UK, the USA and France.
The new centres will not be
completed for at least three
years. A new high-speed digital
datalink connecting radars with
flight data processing systems
throughout Germany will also
take about three years to com-
plete.
"The problem is that we can't
begin using the system until
everything is built and con-
'nected," says the German minis-
try of transport. Until then, data
will continue to be exchanged
by telephone.

Berlin's upper area control
centre will be built at Schoen-
feld Airport. The new Munich 2
Airport, due to open late 1992,
will host Munich's upper area
control centre. Frankfurt's will
be built at the existing airport.
Upper area control in former
East German airspace will be
handled by the US Air Force
radar at Berlin until new or
modernised radars are installed
at Leipzig and Dresden, which
has a new Polish AVIA-D radar
but needs a secondary surveil-
lance radar.

The German procurement
agency has already ordered 36
Hughes TracView systems for
installation mainly in eastern
Germany. The $5.8 million
order will provide real-time,
full-colour digitised displays fed
by multiple radars.
Once connected into the ex-
isting German Flight Data Proc-
essing System, TracView will
provide automated identifica-
tion/beacon code correlation
and networked beacon code al-
location.

Seven TracView systems will
be installed at Leipzig, three at
Dresden and two at
Saarbrucken. The three sites are
scheduled to be operational by
the end of March 1991. The
other 24 systems will be in-
stalled in five additional towers,
approach control units and a
training centre, and should be
operating TracView by the mid-
dle of 1991. •

Safety deadlii
Operators of almost 3,000

Boeing airliners have been
given a year to comply with a
new Federal Aviation Admini-
stration (FAA) ageing-aircraft
airworthiness directive (AD) re-
quiring the implementation of
Boeing's ageing-aircraft corro-
sion-prevention and control
(CPC) programme in their own
maintenance schedules.

About 1,710 Boeing 727s,
595 Boeing 737s, 400 707/720s
and 284 747s are affected, of
which 1,514 are US-registered.
The FAA estimates that air-
craft inspections, varying from
1,000 to 4,750 manhours/
aircraft, will cost $38,000-
$188,000 each, depending on
type. Each Boeing model re-
quires inspection for corrosion
in about 120 separate areas.
Total cost to the US fleet is put
at $118 million, with 727s do-
minating the accounts at more
than $90 million.

FAA proposals published four
months ago drew widespread
criticism because they went fur-
ther than recommendations
made by the Airworthiness As-
surance Task Force (AATF), an
industry-wide group studying
the implications of ageing air-
craft. The FAA considers that
the objections arose from a mi-
sunderstanding of the AATF's
role.

"As an advisory committee, it
provided invaluable assistance
in providing guidance on the
technical content of the CPC

NEW S I N B RIEF

BA TO BERLIN

British Airways plans direct
daily services between Bir-
mingham and Berlin from
March. BA already flies to six
German cities from . the UK
Midlands.

SAS TO VIETNAM

SAS plans to lease a Boeing
767 to Vietnam Airlines Tor
operations between Bangkok
and Vietnam. The Scan-
dinavian airline is awafting
formal US approval, since'an
embargo "makes it impossi-
ble for Vietnam to acquire its
own Western aircraft".

ie for Boeings

programme...However, the FAA
has gone beyond the recom-
mendations...to ensure that op-
erators will be aware of the
specific actions for which they
will be held accountable and to
enable it to...ensure compli-
ance."

Many comments on the pro-
posed rules sought to reduce
the apparent conservatism in-
herent in the FAA ageing-
aircraft proposals. For example,
the Air Transport Association of
America requested flexibility to
adjust maintenance programmes
without seeking FAA approval,
following the style of the 1984
supplemental structural inspec-
tion document (SSID).
The FAA acknowledges the
document's similarity in requir-
ing complex revision of main-
tenance procedures, but points
to several significant differ-
ences: the SSID programme is a
sampling/monitoring tool to
highlight the need for other AD
action, while the "self-con-
tained" CPC work addresses
corrective action required when
problems are discovered. SSlDs
detect fatigue problems, but the
CPC action is to maintain ac-
ceptable corrosion levels, says
the FAA. The agency argues that
fatigue problems are indepen-
dent of operational environ-
ment, whereas corrosion is not.
• The French airworthiness
regulation authority has issued
mandatory notices covering
structural defects and corrosion
prevention/control on older Air-
bus aircraft. Some 248 A300B2
and B4 aircraft are subject to
modification or inspection for
cracks because of metal fatigue,
or for wear and corrosion.

Modifications, described by
Airbus as "essentially local
structural reinforcement", re-
quire kits costing about $6,000
and up to 350 man-hours for
installation per aircraft. Inspec-
tions will take about 65 man-
hours/aircraft.

All operators are required to
adopt Airbus' corrosion-preven-
tion and control programme,
which now includes additional
inspections to those previously
recommended in the manufac-
turer's maintenance planning
document. •

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