



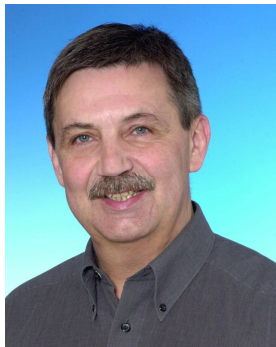
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NEWSLETTER

Edition: 3rd Quarter 2009

Jeppesen – A data integrator

During the Global AIM Congress in Johannesburg this June Werner Kurz from Jeppesen gave a widely observed presentation in front of the ATM audience. After his presentation we had the chance to ask Mr Kurz several questions concerning the necessity to integrate data.



Werner Kurz
International Relations
Jeppesen

GEAD: Who do you regard as the main AIM stake-holders?

Werner Kurz: There are generally four tiers of AIM stakeholders, each with different roles, responsibilities, obligations and needs. State Civil Aviation Authorities are responsible for the safety, regularity and efficiency of

national and international aviation matters. State Designated Service Providers are designated by the State to fulfill some of the State obligations for AIS/AIM. Commercial Service Providers are generally corporations which create value added services from the “official” facts, data and information about the States aviations system. The End Users are all users such as pilots, aircraft operators or other entities which use aeronautical information to support safe, efficient and orderly flight operations.

GEAD: What is today’s problem with the data of Air Navigation Service Providers (ANSP)?

Werner Kurz: ANSP are mainly product focused meaning that AIS/AIM offices worldwide produce a great number of excellent products, but commercial data providers need to consolidate them into

consistent products and services for end users.

GEAD: What is the role of a Data Integrator?

Werner Kurz: A Data Integrator needs to assemble, translate, select, format and process aeronautical data and create embedded digital information solutions.

GEAD: Why is interoperability so important for AIM?

Werner Kurz: Commercial data providers, as truly interoperable organizations, integrate data from different locations and sources and they maximize the value and potential of information. They assure that this information is effectively exchanged with other equally interoperable bodies, allowing new knowledge to be generated from the identification of relationships between previously unrelated sets of data. Interoperability is needed to bridge the gap between real and digital worlds.

GEAD: What is the significance of standardized information?

Werner Kurz: Standardized information is very significant. Charts for example are provided by each country with a different format. This can cause confusion for flight crews and can raise problems when trying to transform paper charts for digital displays. Airspace users look to companies like Jeppesen to transform information into consistent, standardized formats so flight



crews don't need to adjust to a new format with each country.

GEAD: How can the quality of the data be assured?

Werner Kurz: Commercial suppliers must comply with different Quality Standards such as ISO 9001:2000 or the ED-76/DO-200A based Letter of Acceptance issued by EASA and FAA. The integrity of the data must be maintained through the data chain from AIS/AIM over the Data Integrators and Service Providers to the End Users.

GEAD: What are the requirements to move towards seamless information?

Werner Kurz: Digital, quality assured and interoperable data is needed to move towards a seamless gate-to-gate operation. The data must be available whether the aircraft is taxiing, departing, en route or arriving.

GEAD: Who distributes the data in reality compared to the notion of the Annex 15?

Werner Kurz: Annex 15 still envisages that the function of distributing data is mainly performed by the States themselves. This does not reflect the reality that commercial data integrators transform most State data into a digital format suitable for loading into the flight management systems of modern aircraft and for use in a great variety of other applications in the cockpit and on the ground.

GEAD: What are your implications for the future?

Werner Kurz: AIM builds the foundation on which innovative and efficient products and services can be built. If we want AIM to become the "Intranet of ATM", all actors in the data supply chain must be "on board". We need each other to meet the challenges. This includes a strong industry involvement and strong support from ICAO. Service providers need to start their

work from a level playing field. Open and consistent access to aeronautical information, facts and data should be granted. Innovation and progress and the development of products needed by the market will follow.

GEAD: Thank you for the interview.

Spanish transport authority visits GroupEAD



On 2nd of July we welcomed Concepción Gutiérrez (Secretary of the Ministry of Transport, Spain), Juan Ignacio Lema (General Director /President, Aena), Carmen Librero (Head of Aera Navigation, Aena) and Manolo Sanchís (Head of ACC Madrid, Aena) in our Madrid premises.





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Meet the people behind GroupEAD Europe S.L.

We would like to introduce our multinational and highly motivated staff. Each newsletter we will introduce one of our international employees. Get to know interesting details about their countries of origin and find out how they see the host countries from their point of view.

Name:	Henry Cáceres		Capital:	Tegucigalpa
Country of origin:	Honduras		Inhabitants:	7.639.327
In Madrid since:	July 2008		Area:	112.492 km ²
Position in Madrid:	Operator		Currency:	Lempira



What are the advantages for you when working in Spain?

The biggest advantage is of course the language; since our official language in Honduras is Spanish as well, I have no idiomatic barriers

wherever I am within Spain. Other things to point out are the working opportunities and the lifestyle, which is better than in Honduras.

What do you find most fascinating about Spain?

I like the Latin-Spanish culture and the Mediterranean food! I also think it is quite interesting to be in the country where many aspects of our culture, language and perhaps my ancestors came from. Labour speaking, I like the fact that processes are generally more organized and quality assured. Concerning the AIM industry I think it is great to work where the forerunners of this new aeronautical management environment are making this happen, as Europe is leading standards for the AIM technology and processes.

What characterizes best the culture of your country?

I would describe my folk as very peaceful, kind, friendly and family committed. We are relaxed at work and do not stress ourselves with being always on time but at the same time we are very responsible for our duties. As a Caribbean we also like Latin music and having fun with family or friends.

What is the official language and are there more languages spoken?

The official language in Honduras is Spanish but there exist many other dialects spoken by ethnic groups like garifuna and misquito, among others. English is not quite practiced throughout the country except in Bay Islands (one of the Honduras department) where English colonizers used to live before Central American independency.

What are typical dishes of your country?



Tamales

Our dishes are usually grain based like beans, rice and specially corn. Our everyday substitute for bread is the



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Tortilla corn; we love dishes like “tamales”, which could be described as steam-cooked corn dough with meat, potatoes and many other ingredients inside, generally wrapped in plantain leaves. Another typical and very popular dish from Honduras is the “baleada”, which is made of a wheat flour tortilla with mashed beans, cheese and butter inside.

What are typical beverages of your country?

The typical beverage is the “horchata” made of rice, cinnamon and sugar. In terms of alcoholic beverages we may find the “chicha” and the “cusuza” which is made of corn and fermented sugar cane. More colloquial among Hondurans are rum and beer.

When visiting your country what should a visitor not miss?

Generally speaking Honduras is famous for its mountains as more than the 80 percent of the country is covered by them as well for its tropical forests. The most famous mountain is called Pico Bonito



Pico Bonito Mountain

(2,436m) and is definitely worth a visit. We also have the “Rio Platano” Biosphere reserve considered the Central American lung. “Copan” ruins are definitely another place to visit, where one of the biggest

settlements of the Mayan ancient culture used to be, with its famous and largest stone book the “w”. White sanded beaches are found at the Caribbean side of Honduras and the second largest coral barrier reef of the world found in the paradisiacal island of “Roatán”.

What were you occupied with before coming to GroupEAD?

I am an electrical engineer who used to work as an AIS officer for the Central American Air Navigation Services Corporation (COCESNA).

Industry watch

According to the Civil Air Navigation Services Organisation (CANSO) global IFR movements dropped 8.3% in the first six month of 2009. This alarming decrease of IFR movements also implies significant declines in ATC charges revenues. Consequently numerous ANSPs initiated internal cost reduction programmes.

Did you know that?

Since the beginning of our operations we have handled more than **18,000** tickets. This huge amount of service request has been handled by our well trained staff in a timely and efficient manner. We at GroupEAD Europe S.L. do everything in our hands to ensure fast, secure and quality assured processes.