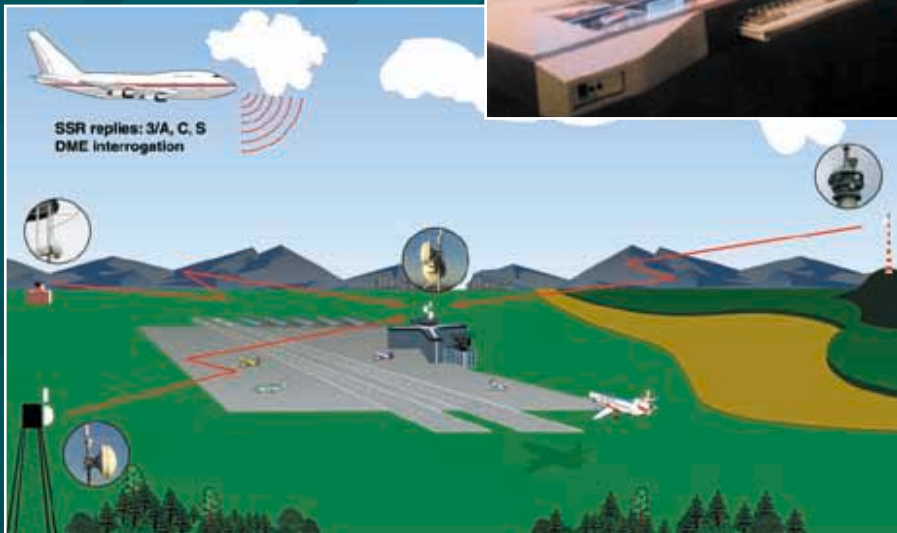


Air Traffic Control and Management Systems

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*Export Re-export
Maintenance Training
Turn-key Projects Modernisation*

OMNIPOL a. s. Prague, Czech Republic

Airport Lighting Equipment

The full range of lighting equipment complying with ICAO requirements of category I, II and III for regional airports: runway (uni- and bi-directional inset lights, omni-directional elevated lights, precision approach path indicators, elevated flashing lights) and taxiway lights (holding position lights, uncontrolled signs), mounting elements, complete cabling, installation and adjustment tools, remote control systems, constant power supply units and regulators. Lighting systems for heliports also available.

Air Traffic Control Systems

Approach control center and air defence center equipment: radar signal display and processing systems, radar data processing systems and converters, flight data processing systems, multi-channel voice communication digital recorders, remote monitoring and control systems and other related equipment.

Airport tower equipment for flight supervisors and weather service operators: automated procedural systems, flight planning and preparation systems, automated flight information systems, radio control units, technical rooms, dispatcher tables, meteorological monitoring equipment, information data display systems, telephone exchange units, communication recorders, unified time displays and other related equipment.

Integrated control and monitoring systems: designed for control and monitoring of airport lighting equipment, meteorological and radio-navigation equipment, power supply units and AFTN according to ICAO requirements for airport category I - III.

Training: special parts of the approach control center (recording equipment - radar video and synthetic data, voice communication) can be used as an ATC simulator for training air traffic controllers (basic or continuation training).

All air traffic control equipment comply with ICAO requirements and ISO standards and can be delivered as turn-key customer-tailored projects (design, system integration, delivery of all systems, installation, training).

Surveillance and Approach Control Systems

Passive surveillance systems: the systems are based on the principle of multi-lateration time-difference-of-arrival (TDOA) and provides the real time air picture in a wide surveillance area by passive (listening only) receiving and further processing of secondary surveillance radar (SSR) replies. The location of an aircraft is determined by reception of electromagnetic signals coming as pulse-coded replies from airborne SSR/SIF transponders by several properly located receiving stations. The systems can be used for en route terminal area surveillance, precision approach monitoring, airport surface movement monitoring, supervision of the ATC surveillance system quality or as back-up system for the ATC radar network.

PAR 2000 precision approach radar system: a new generation mobile or stationary radar designed for checking, monitoring and controlling of the landing of any aircraft type. The radar parameters correspond to the ICAO recommendations. All parts are duplicated.

Mobile airports: a complete airport equipment built in standard ISO containers features high mobility and quick assembly. It consists of all air traffic control and monitoring systems, runway and taxiway lights, power supply units, meteorological and radio-navigation equipment, available also as a special heliport version.

Modernisation

Cost-effective up-dating of existing radar systems consisting of replacing RF parts, signal processing units, display systems and installation of remote control units.

Other airport equipment such as the world's best types of navigational, meteorological and communications systems of can be delivered as a part of a turn-key customer-tailored project.

For more information, please, contact:



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