



Canadian expertise in satellite communications is being provided in Vietnam where Calian Communications Systems Ltd., formerly Skywave Electronics, has furnished and installed a two-node network for more effective air traffic control.

Given the need for global implementation, ICAO has established a high level task force comprising 22 eminently competent professionals with managerial experience at the most senior executive level in the global airline community.

Its first meeting was in May 1994 and States, air space users, service providers, manufacturing and other parties playing a major role in the provision, operation and utilization of the CNS/ATM systems were represented.

The role of this task force is to advise the ICAO Council on the best means of assisting States in the timely and cost-effective implementation of these systems. In particular, it will also advise on implementation priorities, associated funding and other resources needed and how best they could be mobilized, cost-recovery aspects, and how the benefits of the systems could most efficiently be promoted among governments and financial institutions.

Development of the new ICAO policy and the task force, whose work is expected to be completed by December 1994, are two extremely important milestones towards the global implementation of the Organization's new systems. The new technology-based CNS/ATM will be ushered into the 21st century at ICAO's 50th anniversary celebrations in Montréal.

Meanwhile, earlier this year Europe, eager to establish control

over its own destiny in the domain of global satellite systems, is opting to use two of the the third-generation **Inmarsat** satellites. These are due to become operational in 1996. Under this arrangement, Europe could lease transponders on these satellites which would re-transmit signals generated on the ground.

The benefits of the arrangement would be two more European-controlled "GPS-like" ranging sources and enhancement, by discreet signals, of the accuracy and integrity of GPS/GLONASS.

In the Asia Pacific region, Japan has also begun a national satellite project to provide aeronautical communication and supplemental navigation systems for aircraft flying in the fastest growing area in the world of aviation.

Called MTSAT, the system is designed to serve both domestic and international users, and cope with increasing air traffic in the region, particularly on the North Pacific trunk route between Japan and the U.S. The first MTSAT satellite is slated for launch in 1999 and the second in 2004. ➔

