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ANT-57 mobile traffic control towers

■ LNS Systems' ANT-57 series of mobile air traffic control towers are manufactured in three configurations: a truck-mounted tower on a flat bed; a truck-mounted tower on a hi-lift; and a hi-lift tower on a trailer. The LNS mobile air traffic control (ATC) tower ANT-57MT is designed for rapid deployment missions to any operational area. It is built to withstand a range of natural and induced environmental conditions without loss of effectiveness or operational capability. It is a compact and self-contained unit, specifically designed to meet the needs of civil or military ATC requirements at secondary airports or to provide emergency or supplemental facilities at primary airfields. The mobility of the ANT-57MT control tower is facilitated by its relatively light weight, which makes airlifting via cargo plane or helicopter a very practical matter. On land, the unit can be towed around on its own castor wheels and then firmly positioned in the optimum location by means of four leveling jacks. Coupled to a mobile generator set, the ANT-57MT control tower is ready for instant operation. To date, LNS has designed, manufactured and sold 45 mobile air traffic control tower systems to 12 different air forces.

Fixed and transportable air traffic control towers

LNS produces fixed and transportable air traffic control towers. The ATC tower cab models CT-250, CT-350 and CT-450 have been developed in accordance with present and anticipated airport needs. These ATC tower cabs are pentagonal structures meeting specific structural and operational requirements to cope with low-medium, medium-high, and high-activity airport ATC operation levels. They are equipped with lightning conductor air terminals, obstruction lights and photoelectric control, antenna/mounts, roof hatch, roof exhaust fan, suspended antivibration acoustic ceiling, and directional and dimming ceiling lights. Control tower consoles are designed and manufactured to the customer's requirements, with the amount and type of equipment specified by the customer. The LNS Model 909E communications switching system is normally installed in each controller position. The company also provides air-ground VHF, UHF and HF communications equipment, analogue or digital meteorological systems, a logging recorder, an airfield lighting indicator and control panel, navigational aid monitors, and all essential ATC operating accessories. LNS has manufactured and supplied 22 fixed towers to over 15 countries including Kuwait, Saudi Arabia, Barbados, Bahamas, Guatemala, Canada and the United States.

Runway supervisory unit

The LNS runway supervisory unit is a standard mobile air traffic control tower, used in pilot training applications and in observing pilots in single placed aircraft. It can be placed on a concrete bed or left mobile to facilitate movement to the active runway. Normally the runway supervisory unit does not contain all the ancillary equipment of a standard control tower. Typically it contains air-to-ground communications, landline communications and weather readout equipment. Smaller models are also available.

Model 909E communications switch system

The LNS Model 909E communications switch system integrates radio, hot-line and landline communications so that all communications are available to a controller/operator in a headset or a hand-held microphone and speaker. Hands-off activation (keying) of the transmitter is also available by the use of a footswitch. The 909E is a modular, integrated, solid-state and highly flexible communications switch system, proven in applications where reliability and operational availability are critical. The 909E provides control of VLF, LF, MF, HF, VHF, UHF and SHF communications, hot-line communications, intercommunication and conferencing between operators, and communication and conferencing with external sources such as operation command centres.

LNS has also developed a mobile runway lighting system (RLS) to augment its present ATC product line. The RLS is designed to be transported in C-130 "Hercules" aircraft or slung by helicopter. The RLS can be used to light runways from 1 830 m to 3 350 m (6 000 ft. to 11 000 ft.). By using a specially designed deployment system the RLS can be installed in eight hours with a minimum number of personnel.

LNS has also been engaged in extensive research and development of a family of radio spectrum monitoring systems available in fixed, mobile and transportable configurations. These are used for security surveillance.

Company Profile

LNS, established in 1971, designs, manufactures, procures, integrates and installs air traffic control systems, communications systems and radio spectrum monitoring systems to customer specifications. Each LNS system is assembled, tested and operationally verified at LNS' 3 720 m² (40 000 sq. ft.) facility in Montreal, thereby removing system integration risk, ensuring a fully operational system and allowing the customer to take the equipment to the site for operation with minimum system commissioning delays. LNS is a wholly owned Canadian company with over 60 system installations in over 25 countries in the Middle East, South America, Southeast Asia and the United States.



Communications switching system