

Application Note IPR110 & IPR Dispatch

EFFICIENT ORGANIZATIONAL COMMUNICATIONS FOR AIRLINE PILOTS

Customer Profile

- Regional airline requiring communication from the aircraft to ground support staff in multiple destinations.

Application

- Operational efficiencies for ground staff by Pilots selectively calling user groups.

Business Benefits

- Increased efficiency of ground staff
- Cost savings by utilizing existing infrastructure
- Compatible with existing equipment
- Increased corporate safety due to centralized communication
- Flexibility for pilots to reach key staff

Products Used

- IPR110 & IPR Dispatch

Omnitronics Western Australia

Phone +61 8 9445 2633

Omnitronics International

Phone +61 7 3369 5733

Omnitronics USA

Phone +1 904 425 0336

Email sales@omnitronicsworld.com

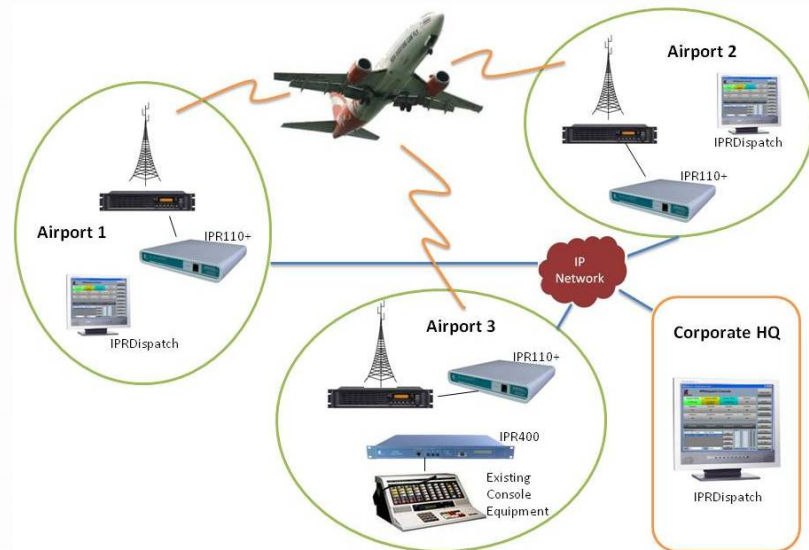
Web www.omnitronicsworld.com



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Overview

Many regional airlines require their pilots to communicate with the destination airport whilst in flight to prepare ground staff for their arrival. One of the problems when making a radio call from an aircraft at 30,000ft is that several regional airports in the same geographical area might get the same message. Even at the correct airport, different staff groups receive information which is not directly related to their sphere of operations. This unduly ties up staff having to listen to radio traffic not directed to them.



The Challenge

The challenge is to use existing radio equipment in the aircraft and on the ground **to selective call different user groups** at each airport. Typical user groups would be company operations, flight crew dispatch and maintenance. As an added benefit if the pilot could communicate with mobile staff or Corporate HQ from anywhere it would be a bonus.

Solution

At the regional airport an IPR110 is used to interface between the air band radio and the local IP network. The IP network has direct connectivity to Omnitronics dispatch PC consoles or can interface into existing console positions. The IPR110 has the unique ability to decode DTMF signals received from the airplane and make a connection to another IPR110 device connected to a console position. Each regional airport will have a different DTMF code with each dispatch point having a different DTMF extension. In this way a pilot can selective call an individual dispatch point. By connecting to another radio (UHF) through an IPR110 the pilot can now selectively communicate with mobile ground staff. Communications can also be extended back to Corporate HQ for overall monitoring and control for emergency and backup support.

Conclusion

Capital cost is very small and utilizes much of the existing infrastructure and simple to install. Ground staff efficiencies improve as users only have to listen to calls directed at them. Corporation efficiency and safety improves as communication is centralized for both operational and emergency situations. In addition, pilots have flexible options to reach key staff that previously were uncontactable due to their mobile work nature.

