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The Manual of Standards (hereinafter ' MOS ') is the means CAAT uses to meet its responsibilities under the Air Navigation Act B.E.2497 amended by the Air Navigation Act (No. 14) B.E. 2562for promulgating aviation safety standards.

Manual of Standards Communication, Navigation, and ...

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7 COMMUNICATION involves exchange of voice and data information between ACFT and ATS. NAVIGATION enables the pilot in pinpointing the location of the ACFT. SURVEILLANCE assists air traffic controller in pinpointing the position of the ACFT at any time Functions Of AAI: Design, Development, Operation and Maintenance of international and domestic airports and civil enclaves. Control and Management of the Indian airspace extending beyond the territorial limits of the country, as accepted by ...

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It has come to pass that national security, economic growth, and transportation safety – not to mention such infrastructure as banking and electricity – are severely dependent on the positioning information, navigation capabilities, and time dissemination provided by Global Navigation Satellite System (GNSS). However, GNSS is not risk-free. The more humanity depends on GNSS, the more risks it has to face. It is irresponsible to wait for an accident to happen merely to justify the need for an appropriate GNSS civil liability regime. This hugely

important book examines the structure of such a regime in unprecedented depth and proposes a uniform governance structure composed of an institutional framework and a legal system for GNSS, with safety-of-life signals at its core. Exploring whether the current international law (including air law and space law conventions) is adequate to deal with the issue of civil liability in the context of GNSS, the author confronts and responds to such crucial issues as the following: ensuring that parties suffering damage caused by GNSS get fair, prompt, and adequate compensation; balancing the interests of the GNSS industry in order for it to maintain its sustainable development; identifying legal gaps arising in the GNSS context and how we should move forward; determining which parts of the value chain of GNSS may qualify as origins of damage; and construing GNSS civil liability mainly from contractual, product, and general tort liability perspectives. The author assesses various solutions for GNSS civil liability based on their feasibility, including an institutional defence against the doctrine of sovereign immunity and recommendations on how several international organisations can work together in this endeavour. He examines scholarships, travaux préparatoires, conference documents, and treaties, as well as national legislation. A hypothetical case where damage is caused by GNSS is elaborated, illustrating each legal relationship and causal link. In its committed urging of GNSS signal providers to improve the stability of the satellite navigation systems and its insightful recommendations on how to promote public safety, this book offers a roadmap indicating a truly viable international regime of GNSS civil liability. Relevant international organisations and States, as well as practitioners, are sure to respond positively to its unique and important analysis.

This book presents the principal structure, networks and applications of the Global Aeronautical Distress and Safety System (GADSS) for enhanced airborne Communication, Navigation and Surveillance (CNS). It shows how their implementation works to ensure better security in flight and on the airports surface; improved aircraft tracking and determination in real space and time; and enhanced distress alerting, safety; and Search and Rescue (SAR) system for missing, hijacked and landed aircraft at sea or on the ground. Main topics of this book are as follows: an overview of radio and satellite systems with retrospective to aeronautical safety; security and distress systems; space segment with all aspects regarding satellite orbits and infrastructures; transmission segment of radio and satellite systems; ground segment of radio and earth ground stations; airborne radio and satellite antenna systems and propagation; aeronautical VHF and HF Radio CNS systems and networks; Inmarsat, Iridium and Cospas-Sasrast aeronautical satellite CNS systems and networks; Aeronautical Global Satellite Augmentation System (GSAS) and networks; Digital Video Broadcasting - Return Channel via Satellite (DVB-RCS) standards and Aeronautical Stratospheric Platform Systems (SPS) and networks.

This book presents the principal structure of space systems, functionality, media and applications for modern remote sensing, transmission systems, meteorological antennas, propagation meteorological observation and transferring weather data from satellite to the ground infrastructures and users. The book starts with a short background to the development of Radio and Space systems including overview, concepts and applications of satellite communications in function of transfer meteorological observation data and images. It goes on to discuss the fundamental principles of the space platforms and orbital parameters, laws of satellite motions, new types of launching systems, satellite orbits and geometric relations, spacecraft configuration, payload structure, type of onboard antenna systems, satellite orbits and components of satellite bus. The author also provides

comprehensive coverage of baseband and transmission systems, fundamentals of atmospheric electromagnetic radiation, satellite meteorological parameters and instruments, and research and applications in antenna systems and propagation. This is a companion book of Global Satellite Meteorological Observation Applications (Springer).

The Communication, Navigation and Surveillance (CNS) systems provide air traffic controllers with the information necessary to ensure the specified separation between aircraft and efficient management of airspace, as well as assistance to flight crew for safe navigation. However, the radar systems that support air traffic management (ATM), and in particular air traffic control (ATC), are at their operational limit. This is particularly acute in the provision of the ATC services in low altitude, remote and oceanic areas. Limitations in the current surveillance systems include unavailability of services in oceanic and remote areas, limited services during extreme weather conditions, and outdated equipment with limited availability of spare parts to support system operation. These limitations have resulted in fatal accidents. This book addresses the limitations of radar to support ATC in various operational environments, identified and verified by analysing five years of safety data from Avinor, the Air Navigation Service Provider (ANSP) in Norway. It derives a set of taxonomy and from this develops a causal model for incident/accident due to limitations in the surveillance system. The taxonomy provides a new method for ANSPs to categorize incidents while the causal model is useful for incident/accident investigations. The book also provides theoretical justifications for the use of Automatic Dependent Surveillance Broadcast (ADS-B) to overcome the limitations of radar systems and identify areas of improvements to enable seamless ATC services. Written in a style that makes it accessible to non-specialists, Aircraft Surveillance Systems will be of interest to many in the field of aviation, particularly ATM, safety and accident/incident investigation. It will also offer a useful reference on this vital topic for air traffic management courses.

Behind and Beyond the Chicago Convention The Evolution of Aerial Sovereignty Edited by Pablo Mendes de Leon & Niall Buissing The Convention on International Civil Aviation which was concluded in Chicago on 7 December 1944, commonly referred to as the Chicago Convention, is one of the most ratified multilateral agreements currently in force, with 193 States parties. In this deeply informative book celebrating its 75th birthday, thirty-three of the most distinguished authors in aviation law offer perspectives on the quality of the Convention 's achievements, which principally address the promotion of safety and security. Emphasising the Convention 's flexibility in the accommodation of social and technological changes, the authors investigate such topics and issues as the following: environmental protection measures such as abatement of noise and reduction of the damaging effects of gaseous emissions; effect of new methods of communication such as Global Navigation Satellite Systems (GNSS); distinction between civil and State aircraft; economic regulation as established under air services agreements between States; cybersecurity measures; compensation for damages; liberalisation of air services; role of regional aviation organisations, in particular, that of the European Union; position of airlines, airports, and providers of air navigation services; and territorial jurisdiction with respect to areas lacking a universally accepted sovereign status. Annexes include the original texts of the Paris Convention 1919 and the Chicago Convention 1944. With its incisive perceptions put forward by distinguished aviation lawyers – including an exploration of the absolute character of sovereignty – this book is without peer in its analysis of how the Chicago Convention affects the regulation of international civil aviation and the operation of air services. Its multifaceted approach towards the current state of affairs from a legal and policy perspective will be welcomed by practitioners and law firms in the field and civil

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aviation authorities, as well as by academics and business persons with a stake in aviation.

From the FAA, the only handbook you need to learn to fly a powered parachute.

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