

Gsm On Board Aircraft

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Airbus Company has developed and proposed a method to solve this problem, known as GSM services On-Board aircraft (GSMOB). According to him onboard PC vstanovlyuyetsyaNetwork Control Unit (NCU), which transmits a signal to a higher force levels and provides regular communication and Airborne GSM Server (AGS).All this equipment creates a small

GSM on board of aircraft - AVIONICS - Ostroumov Ivan

The GSMOB system consists on a lowpower base station carried on board the aircraft itself, and an associated unit emitting radio noise in the GSM band, raising the noise floor above the signal level originated by ground base stations.

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For several years the aircraft industry has been looking for a technology to provide at a reasonable cost a phone service onboard aircraft. Nevertheless, some technical hitches make successful calls via the terrestrial Global System for Mobile Communications (GSM) network impossible. The mobiles unable to make reliable contact with ground-based base stations, would transmit with maximum RF ...

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The onboard GSM mobile system (the System) enables airline passengers to use their personal mobile terminals during approved stages of flight. GSM access onboard aircraft is provided by one or more pico cell BTS (aircraft-BTS). Onboard mobile terminals must be prevented from attempting to access networks on the ground. This could be ensured:

GSM onboard aircraft - International Civil Aviation ...

GSM on board aircraft For several years the aircraft industry has been looking for a technology to provide at a reasonable cost a phone service onboard aircraft. Nevertheless, some technical hitches make successful calls via the terrestrial Global System for Mobile Communications (GSM) network impossible. GSM on board aircraft - UPCommons

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GSM on board aircraft - UPCommons GSM On-Board Aircraft. Presented by John Mettrop. 1.0 Introduction. WG F's attention has been drawn on a number of occasions, the earliest being in 2004, to the proposals being made to fit pico-cells on-board aircraft to allow the use of mobile phones in flight. GSM onboard aircraft - icao.int Gsm On Board ...

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Access Free Gsm On Board Aircraft To allow GSM network equipment and mobile phones to be used onboard an aircraft, it is necessary to create a managed and controlled RF environment. This controlled environment prevents on-board mobile phones from seeing any external ground based networks, whilst also limiting the maximum transmitted power of all on-board mobile

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GSM on Board Aircraft - CORE The GSMOB system consists on a lowpower base station carried on board the aircraft itself, and an associated unit emitting radio noise in the GSM band, raising the noise floor above the signal level originated by ground base stations.

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OnAir is a joint venture of SITA and Airbus and is one of a number of commercial entities which have separately developed onboard picocell systems, designed to enable the safe use of onboard GSM mobile telephones during non-critical phases of flight. 2.0 Application of Article 30 of the Chicago Convention

For several years the aircraft industry has been looking for a technology to provide at a reasonable cost a phone service onboard aircraft. Nevertheless, some technical hitches make successful calls via the terrestrial Global System for Mobile Communications (GSM) network impossible. The mobiles unable to make reliable contact with ground-based base stations, would transmit with maximum RF power and these RF fields could potentially cause interference with the aircraft communications systems. On the other hand, the high speed of the aircraft causes frequent handover from cell to cell, and in extreme cases could even cause degradation of terrestrial services due to the large amount of control signalling required in managing these handovers. In order to avoid these problems and allow airline passengers to use their own mobile terminals during certain stages of flight, a novel approach called GSM On-Board (GSMOB) was suggested in 2005. The GSMOB system consists on a lowpower base station carried on board the aircraft itself, and an associated unit emitting radio noise in the GSM band, raising the noise floor above the signal level originated by ground base stations. Thus mobiles activated at cruising altitude do not see any terrestrial network signal, but only the aircraft-originated cell. This way, the power level needed is low, which reduces the interference with aircraft systems. This thesis provides a general overview on GSMOB system,

which is nowadays being offered commercially by several relevant European airlines. Moreover, other aspects beyond the purely technical such as operational and regulatory issues have been addressed.

The book describes the state of the art and latest advancements in technologies for various areas of aircraft systems. In particular it covers wide variety of topics in aircraft structures and advanced materials, control systems, electrical systems, inspection and maintenance, avionics and radar and some miscellaneous topics such as green aviation. The authors are leading experts in their fields. Both the researchers and the students should find the material useful in their work.

This is the first book devoted to mobility management, covering the important principles, technologies and applications of mobility management based on years of academic research and industry experiences. The content is organized according to the reference models proposed by the authors, and emphasizes on technical principles rather than protocol details; a systematic and comprehensive introduction is presented yet without losing focuses; the existing technologies in cellular system, mobile Internet and IMS/SIP are also extensively compared. This book can be an indispensable reference for mobile communication engineers, computer network engineers, researchers and anyone else involved in academic, industrial and standardization activities on mobility management.

Typically, there are over twenty radio systems on board the average commercial jet aircraft dealing with communication, navigation and surveillance functions. Very high frequency (VHF) air-to-ground communication is usually the main method of information and control exchange between pilot and air traffic control. Satellite and high frequency radio links are used to complement this system for long range or oceanic information exchanges. Other communications systems are required between the airline operation centre and the pilot and sometimes between the passengers and the ground. A comprehensive guide to current systems, networks and topologies, this book covers application requirements for communication and related radio-navigation and surveillance functions in aeronautical systems. There is also an insight into future possibilities as technologies progress and airspace operation and control scenarios change. Ideal for civil aviation authorities, airspace management providers and regulatory organizations, Aeronautical Radio Communication Systems and Networks will also appeal to aircraft and radio equipment manufacturers and university students studying aeronautical or electronic engineering. Key features: Provides a broad and concise look at the various communications systems on board a typical aircraft from a theoretical, system level and practical standpoint with worked examples and case studies throughout. Considers all types of aircraft from light aircraft to large commercial jets and specialised supersonic aircraft. Looks at existing airport radio communication infrastructure and proposals for new very high bandwidth radio applications within the airport environment. Provides a complete list of formulae for engineering design analysis and quick checks on system performance or interference analysis.

E-logistics serves as the nerve system for the whole supply chain and enables smooth

information flow within and between organizations. This contributed book focuses on the strategic role of e-logistics in today's dynamic global environment. In E-Logistics international experts from both academia and industry examine how competitiveness and productivity in transport, logistics and supply chain management can be improved using e-logistics systems and technologies. A variety of successful e-logistics business approaches are discussed covering a range of commercial sectors and transport modes. Separate chapters consider e-logistics developments for air freight; rail freight; road freight; sea transport and port systems. Subsequent chapters address in depth support systems for B2C and B2B e-commerce and e-fulfilment, warehouse management, RFID, electronic marketplaces, global supply network visibility, and service chain automation. Industry case studies are used to support the discussion. The book also investigates emerging technologies in e-logistics and considers what the future might hold in this rapidly changing and developing field.

[ANGLÈS] Mobile broadband has changed the way we live and work. The way we communicate is becoming enriched with higher speeds and exciting new services both at home, on the road and on aircraft. Nowadays, a growing number of aircraft count with on-board Global System for Mobile Communications (GSM) that enables the use of mobile phones during flight. This is a result of the recent evolution of In-Flight Entertainment and Connectivity (IFEC) systems, which have experienced significant growth in the air transport industry. In order to be commercially attractive, such new communication services need high data rates, high power efficiency, low latency and a better quality of service. Within this context, the 3GPP Long Term Evolution (LTE) can make this happen. However, such systems require some Radio Frequency planning efforts to integrate them into the desired aircraft. In these preliminary stages, performance studies are commonly undertaken. The current document specifies the design and implementation of a tool that aims to be useful for such studies. This tool, a simulator of on-board LTE networks, is able to simulate the in-cabin LTE installations and to provide reliable results of LTE performance. The LTE simulator described in this Thesis is a RESTful web application made of three parts: 1. The processing unit (CORE), which carries out the simulations. 2. The Application Programming Interface (API), as an abstraction layer between the processing unit and the Graphical User Interface. 3. The Graphical User Interface (GUI), which eases the user interaction with the system. This document is structured as follows: chapter 1 summarizes the objectives, the project background and scope. Chapter 2 provides a theoretical background of 3GPP LTE. Chapter 3 describes the system at a high level through its requirements and gives an overview of the system design. Chapter 4 describes the various subsystems of the LTE system-level simulator. Chapter 5 illustrates the usefulness of the developed LTE simulator by describing the simulation of a sample in-cabin network installation. Finally, chapter 6 contains a conclusions summary of the simulator and suggestions for future work.

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