Lockheed Martin Selected To Provide Oceanic Air Traffic Control Modernization

The Federal Aviation Administration (FAA) announced today that Lockheed Martin was selected to provide an integrated, modernized solution for controlling oceanic air traffic.

Under the Advanced Technologies and Oceanic Procedures (ATOP) program, Lockheed Martin and its teammates will upgrade FAA oceanic air traffic management systems at Oakland, New York and Anchorage. The three centers provide services to airlines operating across the Pacific, Atlantic, and Arctic Oceans, supporting 80 percent of the world's controlled oceanic airspace.

"Increasingly Oceanic airspace management is becoming a vital service for international commerce and economic development," said Don Antonucci, president, Lockheed Martin Air Traffic Management. "Our new system, including the most advanced technology for Oceanic air traffic control, will help eliminate bottlenecks and increase efficiency and capacity in these important airspaces."

The FAA's oceanic system provides positive control and monitoring for U.S. and international commercial carriers operating within approximately 23 million square miles of oceanic airspace. The system also interfaces with international air traffic systems to safely hand off outbound flights and accept inbound flights to U.S. airspace.

Joining Lockheed Martin in this effort are Adacel Technologies Limited, supplier of the Oceanic Air Traffic Management System, and Airways Corporation of New Zealand, the first company to apply communications, navigation, surveillance and air traffic management (CNS/ATM) technology developed specifically for the oceanic environment.

Lockheed Martin has integrated its Microprocessor Enroute Automated Radar Tracking System (Micro-EARTS), which provides enhanced surveillance data processing capability, with Adacel's Oceanic Control System, which is operational in New Zealand.

"As the most successful provider of FAA air traffic management systems, we're delighted the FAA has entrusted us with this opportunity to extend our 38-year history of installing and transitioning new equipment into FAA centers," Antonucci said.

"Lockheed Martin was one of several teams competing for ATOP since the procurement was announced in 1999," said Sue Corcoran, Lockheed Martin Air Traffic Management vice president, North American Programs. "As part of the down select process, we successfully concluded first-level operational test demonstrations and evaluations, which provided the FAA Air Traffic, Airways Facilities, and Technical evaluation teams with the opportunity to use our proposed solution. In addition, a week-long system design review and a maximum stress workload test gave the FAA teams another opportunity to evaluate the Lockheed Martin solution."

With headquarters in Rockville, Maryland, Lockheed Martin Air Traffic Management has four decades' experience in delivering advanced air traffic management solutions to customers worldwide and focuses on systems integration, engineering design, development, test, delivery and support of Communications, Navigation, Surveillance (CNS/ATM) systems. A registered ISO 9001 company, Lockheed Martin Air Traffic Management is the system developer for the Display System Replacement, the Host Oceanic Computer System Replacement and the Microprocessor Enroute Automated Radar Tracking System. The company employs approximately 1,300 people at major facilities in Rockville, Maryland, Atlantic City, New Jersey, Eagan, Minnesota, and Southampton, England.

Lockheed Martin, with headquarters in Bethesda, Maryland, is a global enterprise principally engaged in the development, manufacture and integration of advanced technology systems, products and services. The corporation's core businesses are systems integration, space, aeronautics, and technology services.

For additional information, visit the website:

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