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## NEWS RELEASE

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TTI WIRELESS OFFERS FIRST-OF-ITS-KIND

UNIVERSAL AIRCRAFT TAIL NUMBER IDENTIFICATION SYSTEM

WASP System Handles Security, Aircraft Management,  
Marketing, Funding And Noise Abatement

LOUISBURG, N.C. – For the first time, airports can capture the tail numbers of all incoming and outgoing aircraft using real-time wireless video and web-based centralized data storage for security, surveillance and management purposes.

After completing testing of the WASP (Wireless Access Surveillance Platform) Aircraft Surveillance and Alert System, TTI Wireless is now making its system available to US airports.

“From a surveillance standpoint, our system is exciting because it has a centralized database linked to the FAA database registry, private-sourced aircraft registry services and is tied into each airport’s local law enforcement IP network,” said Dale Albright, TTI Wireless VP and chief technology officer.

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"In addition, the WASP surveillance system can be expanded to include coded information from airports nationwide so participating airports can be plugged into a universal system for state and national aviation security.

"From an airport management standpoint, the information captured by the WASP system can help an airport with federal funding, reliable billing, and even the means to track down noise abatement offenders," he said.

The system has been tested and proven at four flagship airports which include Concord Regional Airport, N.C., Franklin County Airport, N.C. and Michael J. Smith Field, NC. TTI's latest encrypted WASP software and hardware was installed at Flagler County Airport, Fla. in June, 2006.

#### **THE WASP AIRCRAFT SURVEILLANCE AND ALERT SYSTEM**

Hardware for the WASP system includes:

- Wireless digital fixed-camera units placed along the taxiway or taxiway and runway connectors. The installation meets FAA airport operating standards. The WASP unit also includes an infrared nighttime illuminator for 24/7 high-quality images.

- Wireless advanced optic digital pan-tilt-zoom (PTZ) remotely controlled cameras handled by an operator to scan the airport ramp, tie-down areas, fuel farms and other environs obstructed from view.
- A local computer server which functions as a Network Video Recorder (NVR) and stores filtered images of detected events.

#### **HOW THE WASP SYSTEM WORKS**

The wireless two-way communications between the cameras and the local network video computer (WASP-Net) is stored on an NVR computer and then transported by static internet IP to WASP Central where it is analyzed, stored and communicated back to the airport end-user.

At WASP Central, operators process digitally recorded images coming from the airport and record all tail numbers. These are automatically searched and verified in the FAA database for registry ("N") number verification, aircraft type, airport code, time and date, whether a base or transient aircraft, flight direction and the airport's camera number.

"The FAA database provides only aircraft registry information including the owner of record based on tax filing information," Albright said. "This often doesn't reflect the current owner. But through special registry service providers WASP Central can obtain the precise name and location of each owner/operator."

The tail numbers are also monitored to see if they appear on the FAA or TSA watch list. If so, an electronic alert message is sent back to the airport. This real-time alert allows local or federal agencies to take immediate action.

"The WASP system is especially useful to county and municipal airports lacking control tower or instrument approach equipment, because all the fencing, lighting, and fixed cameras in the world can't stop aircraft from arriving and departing unannounced, unrecognized and even unseen," Albright said. "The WASP system will record every arrival and departure, every time."

#### **FLAGLER COUNTY AND CONCORD REGIONAL AIRPORTS**

For Flagler County Airport Director, Jack Thompson, that precision was invaluable. The airport has more than 190,000 operations annually and ranks as one of the top 10 busiest general aviation airports in Florida.

"We are staffed from 7 a.m. to 6 p.m. only, so nighttime traffic was completely unmonitored and unaccounted for," Thompson said. "TTI Wireless installed a system including a PTZ camera to view activities on the ramp area, FBO access, parking lot and our main vehicle gate, and one fixed camera to monitor aircraft operations. It worked so well we are installing a complete system with cameras at all gates using DOT funding. This will allow us to monitor all airport activities on a 24/7 basis without full-time staffing," he said.

Ultimately, we'd like to see all 200 plus Florida airports tied together on a system like WASP Central," Thompson added.

Richard K. Lewis, aviation director, Concord Regional Airport, was also impressed by the flexibility of the WASP System.

"During racing season, 26 NASCAR teams fly in and out of Concord Regional Airport every week," Lewis said. "We have 185 base aircraft here, including Gulfstreams, Challengers, Regionals and SAAB 2000s, valued at more than \$180 million, and we are responsible for providing a safe and secure environment for all.

"With the WASP System, we can monitor our ramp, hangars, gates, airport building, and fuel farm. At the request of our pilots, we even put a camera at the front door so they can see when their passengers have arrived.

"We are now investigating the installation of new cameras to be used for tail number identification," Lewis said.

WASP Central is dual password protected and can be accessed by airports via encrypted connection using a standard web browser.

Access to the system has three different log-in levels. At the "Administrative" level, all information and system controls are accessible. At the "Manager" level, local law enforcement officials have access to all camera views and have the ability to add/remove alerts. At the "User" level, airport tenants have the ability to view only their specific part of the runway and field.

#### **THE WASP SYSTEM HANDLES AIRCRAFT MANAGEMENT AND MARKETING**

"Although the WASP system was developed for security purposes, we've found that the information it records can be useful to airports in many different ways," Albright said.

Using WASP Central, GA airports have the most accurate and up-to-date information about aircraft usage, flight patterns, airport routes, noise abatement and flight times.

This information is a valuable tool in determining accurate landing fees and precise account billing.

"In many cases, an airport can pay for the WASP system in less than two years simply by eliminating missed revenues," Albright said.

Not only can the airport use the information for its own management and billing purposes, it can also charge a fee to provide information to interested fractional operators for their own accounting purposes, and to FBOs on the field in the competitive world of attracting new base and transient customers.

"The "N" number tells an airport only where an aircraft is registered," said Albright. "TTI offers a subscription service through WASP Central which can give exact operator information to an airport for security, administrative and marketing purposes."

For instance, the WASP system can determine which landings are base customers and which are transient, operator names and locations, types of aircraft, and landing frequency - all invaluable information for an airport's billing systems as well as for an FBO mounting a marketing campaign.

#### **THE WASP SYSTEM HANDLES FUNDING ISSUES**

The detailed information provided by the WASP system can also be an invaluable tool for airports, state DOTs, FAA and other state and federal agencies considering improvement funding.

Airports must often prove the number of aircraft movements on the field in a given period of time in order to be eligible for funding. This can be difficult at general aviation airports because of the number of unreported and unseen flights, especially those that are not manned 24-hours a day.

"The WASP System provides 100 percent accurate documentation that the airport can take to any agency to prove eligibility," Albright said.

When Franklin County Airport installed its WASP system, the added benefit of eligibility for funding was a selling point to Ronnie Goswick, Franklin County director, Economic Development Commission.

The GA airport is a reliever for Raleigh-Durham Airport and it was looking for top-notch security when it installed three cameras on the runway to record tail numbers, three cameras monitoring the gates to identify vehicles and passengers and a PTZ camera on top of the terminal building for panoramic views of the ramp and hangar area.

"We now have a superior security system," Goswick said. "We want to extend the runway from 5,500 to 6,500 feet and we plan to use WASP Central recorded aircraft movements on our field to gain DOT funding."

According to Albright, the state-of-the-art security system itself might make an airport eligible for certain funding.

#### **THE WASP SYSTEM HANDLES NOISE ABATEMENT**

Many general aviation airports are situated in noise-sensitive locations. Adherence to noise abatement restrictions is a serious concern for these airports but it is often difficult for them to pinpoint noise abatement offenders, especially those without 24-hour service.

The WASP system allows these airports to track the tail numbers of all arrivals and departures with a time stamp, so that if there is a complaint, administrators can refer to all activities at the time of the complaint to determine if it was a base or transient aircraft and identify the possible offender.

According to Sam Dark, chairman of the Beaufort-Morehead City Airport Authority, the Airport Authority used exactly this capability to gain approvals for a runway extension.

"We pride ourselves on the beauty and natural resources offered here in Beaufort, North Carolina," Dark said. "This is an historical area, which draws thousands of tourists yearly to this quiet seaside village, the third largest in the state," Dark said.

"In order to be a good neighbor to the Historic District (which begins about 2,000 feet south of the main runway) the airport strives to follow stringent noise and flight pattern restrictions.

"When we proposed a runway extension for the airport both the North Carolina Department of Cultural Resources and the Beaufort Historical Commission were concerned that increased aircraft traffic would disturb the quiet atmosphere of the Historic District and waterfront," Dark said.

"In order for everyone to agree to the runway extension, it was mandated that the airport could restrict flights over the historical areas and if an incident were to occur, the violator be identified," Dark added.

"With the new tail system from TTI Wireless we could make the promise to both agencies that if an incursion occurred we would be able to identify the plane by date, time (to the second), size, make and tail number. Without the TTI system, we didn't possess the means to make that promise.

"We got our runway extension proposal passed and we remain an ally of both organizations," Dark said.

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