



Tulsa firm is proactive on airport security *by Mark Phelps*

Tulsa, Okla.-based Navigance Technologies Group is here at Aviation Industry Week demonstrating its general aviation airport security matrix, which includes video surveillance, lighting, access controls and secure wireless network. Navigance is demonstrating the system in a 40-foot RV on the show floor and introducing the corporate team that developed the system.

Bob Jandebour, Navigance president, said, "Right now, there is confusion in assessing future security needs the new TSA guidelines may lead to. Our team here in Las Vegas can answer questions regarding airport or FBO needs for fencing, cameras, lighting, computerized access controls, security badging or identification checks for employees and tenants."

According to a recent Government Accountability Office report, said Jandebour, some 4,500 FBOs and other tenants at general aviation airports may need to consider some form of security system in the near future to address the TSA's security guidelines.

Navigance uses wireless technologies and Web-based communications to create Navigance SAFE (Secure Aviation Facilities Environment). The entire system can be monitored and controlled from a remote location, and can be efficiently upgraded and maintained with software changes.

Open architecture allows changes or additions to access controls and monitoring points for airports or FBOs expanding needs. Managers and security personnel can watch live video from anywhere in the world via secure, password-protected Internet connections. The software-based controls are easy to upgrade so obsolescence is not a significant concern. System support features also permit online diagnostics and maintenance for most problems—usually done remotely, over secure Internet-based connections.

The proprietary Navigance wireless network, Wi Fli, provides airport and FBO customers additional services they can sell to transients or tenants. For example, FBOs can offer secure high-speed Internet and zoned security video system access to based tenants or transients who want to monitor their own aircraft while it is on-site.

The system's wireless configuration enables quick installation without the need to dig trenches in ramps and taxiways or tear up building interiors to install cables. Navigance personnel usually require only one visit to do a needs assessment and prepare preliminary security system designs, depending on the number of hangars, access points and security coverage desired.

Keeping the System Up and Running

Navigance continuously monitors customer security system health and operation over the Internet through secure Web-based controls. The company has also arranged a national working relationship with service provider Master-Halco to provide local support for on-site calls if repairs or issues can't be resolved online through Navigance's technical support system.

So, How Much Is It?

Cost varies with installation size, said Jandebour, but the basic integrated solution—including video, access control and wireless for a small facility—can start as low as a \$1,000 a month for a lease program, while a small GA airport could start installing a security system for less than \$100,000. Navigance has a flexible leasing program that allows customers to start with small systems or key components. The matrix can be expanded as needs change, as airport or FBO management become more comfortable with the system or to accommodate growing tenant demands.

The focus of our system is to create a safe and secure environment for customers and employees," Jandebour said. "At the same time, it continuously reminds everyone to work safely, as the remote-view cameras have shown they can reduce accidents and help limit or deter equipment abuse or theft." In other words, employees know their actions are monitored, which can be both bad and good.

Linking the SAFE fingerprint access control system with the National Air Transportation Association (NATA) SkyGuard ID Badging Program provides the industry's first complete turnkey system. The Navigance system includes the option to use fingerprints to clock employees in and out and could track project hours for billing.

Jandebour has also pointed out the benefits of video surveillance when disputes arise over exactly where, when and how an aircraft may have been damaged while at an FBO. Navigance already has participated in video surveillance solutions at two of the nation's heavy-volume GA airports. It also has systems running at large FBOs, and its security apparatus has been monitoring activity at two major fuel farms since 2003.

One of the most troubling concerns for airports and FBOs has been uncertainty over possible mandates for security infrastructure and procedures from the TSA and the Department of Homeland Security. Navigance has addressed that uncertainty with its proactive effort to develop an affordable system that makes sense for general aviation. The system also addresses the flexibility that might be required if unexpected requirements are imposed.