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FLIGHT DAILY NEWS

ReConnexion lines up for take-off

BRENDAN GALLAGHER

One of the longest-running stories in the connectivity saga could be coming to an end. T-Mobile and VT Miltope (Stand C30, Hall 7), ViaSat (Stand C5, Hall 6) and TriaGnoSys (Stand C1, Hall 6) have formally announced that they have teamed to offer a Ku-band satellite broadband and GSM telephony service for air transport.

It's an open secret that the newly formalised partnership has been working together since shortly after the demise of Connexion by Boeing in 2006 in a bid to define an offering to replace that system with Lufthansa, which valued it highly and is keen to find a replacement.

With German-headquartered mobile phone operator T-Mobile acting as the service lynchpin, VT Miltope has defined an airborne equipment fit. Californian mobile satellite specialist ViaSat is responsible for satellite networking infrastructure and Munich-based TriaGnoSys for software development.

The service offering comprises an onboard WiFi hotspot to support broadband access via passenger laptops and smartphones. T-Mobile will offer a variety of payment methods, and interface with the airline loyalty programs will be possible.

The T-Mobile-led team is known to have been involved in protracted discussions with Lufthansa in relation to what could be the last sticking points before a contract. They are also reported to be in discussions with two other long-haul carriers and to have reached a shortlist of two potential providers with one of them.

They continue to study the all-important antenna choice. There are a number of potential suppliers of lightweight, compact second-generation Ku-band antennas.

Candidates are ViaSat itself, which provides equipment for the successful ARINC SKYLink broadband service for business aviation; AeroSat, now flying on Row 44's trial services with Southwest Airlines and Alaska Airlines; EMS Technologies, selected for Panasonic's eXconnect; and Germany's QEST, teamed with Tecom of the USA.

Of these, AeroSat is understood to be the front-runner.

The new teaming brings an impressive array of credentials to the Ku-band connectivity marketplace. VT Miltope supplied significant volumes of cabin equipment, including wireless access points, to Connexion by Boeing. ViaSat is fast emerging a major player, not only as an equipment supplier but also as a service provider. Its recently launched Yonder service competes with ARINC SKYLink in the business/VIP aviation market. And TriGnoSys has been responsible for a string of innovative developments in connection with the Inmarsat L-band satellite system, widely used by airlines, business operators and governments.

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Flightglobal

CONNECTIVITY **BRENDAN GALLAGHER** HAMBURG

T-Mobile formalises four-party team to offer broadband and telephony

T-Mobile and VT Miltope, ViaSat and TriaGnoSys have teamed to offer a Ku-band satellite broadband and GSM telephony service for air transport.

This signals the end of one of the longest-running in-flight connectivity stories. It has been an open secret for some time that the newly formalised partnership has been working together since shortly after the demise of Connexion by Boeing in 2006.

The T-Mobile team has with Lufthansa been defining an offering to replace that system. The German flag carrier valued Connexion by Boeing highly and is keen to find a replacement.

With German-headquartered mobile phone operator T-Mobile acting as the service linchpin, VT Miltope has defined an airborne equipment fit.

Californian mobile satellite specialist ViaSat is responsible for satellite networking infrastructure and Munich-based TriaGnoSys for software development.

Confirmation of the tie-up was made at last month's Aircraft Interiors Expo in Hamburg.

The service offering comprises an on-board wi-fi hotspot to support broadband access via passenger laptops and smartphones.

T-Mobile will offer a variety of payment methods and interface with the airline loyalty programmes will be possible.

The T-Mobile-led team is known to have been involved in protracted discussions with Lufthansa in relation to what could be the last sticking points before a contract.

They are also reported to be in discussions with two other long-haul carriers and to have reached a shortlist of two potential providers with one of them. ■

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Aircraft Interiors: T-Mobile team shows its Ku-band hand

One of the longest-running stories in the connectivity saga could be coming to an end, *Inflight Online* understands. T-Mobile, VT Miltope, ViaSat and TriaGnoSys have formally announced that they have teamed to offer a Ku-band satellite broadband and GSM telephony service for air transport.

It's an open secret that the newly formalised partnership has been working together since shortly after the demise of Connexion by Boeing in 2006 in a bid to define an offering to replace that system with Lufthansa, which valued it highly and is keen to find a replacement.

With German-headquartered mobile phone operator T-Mobile acting as the service lynchpin, VT Miltope has put together an airborne equipment fit. Californian mobile satellite specialist ViaSat is responsible for satellite networking infrastructure and Munich-based TriaGnoSys for software development.

The service offering comprises an onboard WiFi hotspot to support broadband access via passenger laptops and smartphones. T-Mobile will make available a variety of payment methods, and interface with airline loyalty programmes will be possible.
The T-Mobile-led team is known to have been involved in protracted discussions with Lufthansa in relation to what could be the last sticking points before a contract. They are also reported to be in negotiations with two other long-haul carriers and to have reached a shortlist of two potential providers with one of them.

They continue to study the all-important antenna choice. There are a number of potential suppliers of lightweight, compact second-generation Ku-band antennas. Candidates are ViaSat itself, which provides equipment for the successful ARINC SKYLink broadband service for business aviation; AeroSat, now flying on Row 44's trial services with Southwest Airlines and Alaska Airlines; EMS Technologies, selected for Panasonic's eXconnect; and Germany's QEST, teamed with Tecom of the USA. Of these, AeroSat is understood to be the front-runner.

The new teaming brings an impressive array of credentials to the Ku-band connectivity marketplace. VT Miltope supplied significant volumes of cabin equipment, including wireless access points, to Connexion by Boeing. ViaSat is fast emerging as a major player in both equipment supply and service provision. Its recently launched Yonder service competes with ARINC SKYLink in the business/VIP aviation market. And TriGnoSys has been responsible for a string of innovative developments in connection with the Inmarsat L-band satellite system, widely used by airlines, business operators and governments.

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WAEA World Airline Entertainment Association INDUSTRY NEWS | WIN

T-MOBILE, MILTOPE, VIASAT & TRIAGNOSYS INTRO GLOBAL CONNECTIVITY SOLUTION

T-Mobile, VT Miltope, ViaSat, and TriaGnoSys have partnered to introduce a new Ku-band satellite-based inflight broadband and GSM telephony solution.

Through the onboard Wi-Fi hotspot, passengers will be able to use their notebook computers, smartphones, and mobile phones to access the Internet, send and receive text messages and e-mails, and make voice calls.

T-Mobile provides the customer interface, which can be co-branded by the airline. VT Miltope is responsible for the cabin hardware and integration. TriaGnoSys, a supplier to VT Miltope, is responsible for software development, cabin integration, testing, and verification. ViaSat provides the global Ku-band coverage.

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