Smallest and lightest Wireless IFE

We launched our inflight connectivity hardware back in April at Aircraft Interiors and in September, we used the APEX Annual Convention to launch the latest development: wireless distribution of IFE content.

One single box can now be used for three functions: GSM, WiFi and the wireless distribution of IFE content.

IFEConneX is the ideal Inflight Entertainment and Connectivity (IFEC) solution for aircraft that do not have embedded IFE, because it enables passengers to use their own devices - such as smartphones, tablets and laptops - for both IFE content and connectivity.

The beauty of it is the flexibility. It is the smallest and lightest solution available, it has passive cooling and uses low power. It can be installed anywhere on the aircraft, connection is by Ethernet ports, making it very simple to install, and it can operate over any radio link, including Inmarsat, Ku-band, Ka-band and air-to-ground.

This picture, from the APEX Daily News, shows Axel Jahn demonstrating just how light IFEC is, though he didn't carry it around all the time.

Partnerships

TriaGnoSys' strength lies in developing the very best software and hardware to enable communications where there is no access to terrestrial networks, such as during flights, on the sea, or in remote areas on land. The fact that some of the leading service providers in those areas use our products and services shows we are doing a good job.

However, we are keenly aware that we do not have all the answers, so we partner with companies that have complementary offers. And we have a firm rule that we only work with the very best people in their field, maintaining our culture of excellence.

A good example is the recent deal we have signed with OnAir, the leading global provider of inflight connectivity services. As a result, OnAir and TriaGnoSys can provide business jet operators with a one-stop-shop for the most comprehensive global connectivity services on the market, combined with the smallest and lightest hardware, along with our highly efficient software.

Axel Jahn and Ian Dawkins, OnAir CEO, signed the deal in OnAir's office in Geneva last month.

We also work with other technology companies to ensure our products are the very best they can be. A good example is our partnership with Siemens Communications, Media and Technology for the development of IFEConneX. They have expertise in designing and developing the consumer-facing applications and media management solutions.

SIEMENS

TriaGnoSys at conferences

apex airline passenger experience association

Industry conferences are great places to meet the right people and create new business and partnerships. APEX Conference in Seattle was very busy for us, showing there is still plenty going on in the industry, and our products are interesting on the market.

NBAA

And Axel Jahn has been invited to speak at the National Business Aviation Association's Annual Conference in Las Vegas in October. He was on the panel of industry experts discussing "Connecting Your Aircraft with Satellite Communications: the Equipment Providers".

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Improving casualty management

The treatment of casualties following major disasters has always relied on paper. Once a medical practitioner has made the initial assessment, a paper form – which then remains with the casualty –provides information for the next stage of treatment. The process is known as triage after the four colours the forms take to denote the severity of the casualty's injuries.

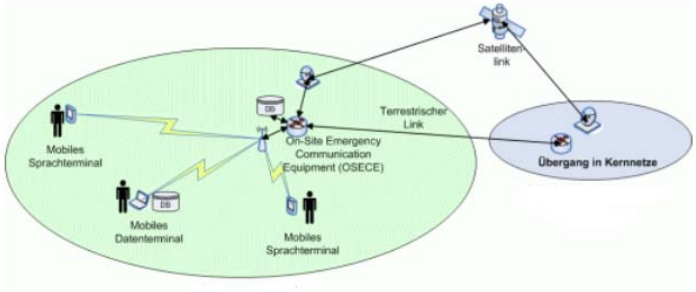
However, the EU is funding a research project to develop the next generation of triage. It is managed by the DLR – the German Aerospace Centre – and is called e-Triage. The name sums it up: the basis is the electronic filing of patient data. It means data can be captured more easily and thoroughly, and that a patient's information is much more secure: a paper form can easily be lost or soiled, whereas electronic documentation will always be available.

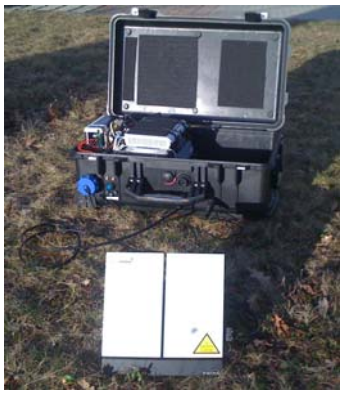
There are three main elements to the project. The first is the development of the software and hardware for data collection, which includes positioning information. The key is that the equipment is robust enough to be used in hostile environments, and that the software is simple to use, since the users are likely to be under intense pressure and want to spend as little time as possible on 'paperwork'.

The second element is data management. It is crucial that the database is highly stable, as well as secure. In addition, it needs to be accessed by a range of people, using a range of devices, including people at the scene of the disaster, those taking the injured to a hospital, the hospital itself, and perhaps other hospitals thereafter.

The third element is the integration of satellite communications into the system, and it is where TriaGnoSys comes in. Disasters, whether they are man-made or natural, have one thing in common: modern terrestrial telecommunications systems are not reliable. This is either because they have been knocked out by the disaster, or they do not exist because the disaster is in a remote region.

Because of the cost of satellite communications, we have devised a system architecture that uses a terrestrial link if it is available, but reverts to the satellite if not. It means we can always guarantee the speedy processing of casualty information. This diagram shows a simplified version of the architecture, with both the links, and the photo shows TriaGnoSys' rapid deployment unit integrating all communication services to provide GSM/GPRS/EDGE and WLAN at disaster areas and connecting it over satellite to the world.





ISO 9100:2003

TriaGnoSys has attained the ISO 9100:2003 standard, which, in the formal words, means we have "established and applied a Quality Management System for the provision of research, system design and development, integration and production, software development and consulting for communication networks (satellite and aeronautical - communications)."

What it means in practice is that we meet the stringent quality and safety standards demanded by the aerospace industry.

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