



WE SOLVE CHALLENGES FOR AIRPORT MAPPING PROFESSIONALS

GeoEye has the world's largest library of 3D Airport Mapping Databases (AMDB). Using our Stereo, Color .50-meter (GeoEye-1) and 1-meter (IKONOS) and satellites, we construct geospatial models of airports around the world. Our customers include:

- Airport Authorities using AMDB's for routine and emergency operations
- Commercial Airlines using AMDB's for new instrument procedure design
- National Air Forces using AMDB's for mission planning & mission rehearsal
- Avionics Manufacturers, using AMDB's for Electronic Flight Bag applications
- Civil Aviation Authorities (CAA) to meet their ICAO requirements
- Numerous defense organizations worldwide

In order for the global aviation community to move into the 21st century more efficiently, the International Civil Aviation Organization (ICAO) has mandated the migration to Performance-Based-Navigation (PBN) instrument procedures.

GeoEye is the world's largest manufacturer of Terrain and Obstacle geospatial databases that meet the new ICAO Requirements for Area-1, Area-2(a), Area-2(b), Area-2(c), Area-2(d) and Area-3, for any airport in the world.

GeoEye is the premier provider of satellite and aerial imagery and geospatial information. The company operates three Earth-imaging satellites, GeoEye-1, IKONOS and OrbView-2, three mapping aircraft, possesses an international network of regional satellite receiving ground stations and has advanced geospatial imagery processing capabilities. For more information visit www.geoeye.com/amdb.



JFK Int'l Airport, New York City, New York

SUPPORTING THE INDUSTRY WITH AIRPORT MAPPING DATABASES

Civil Aviation Authorities

Civil Aviation Authorities (CAAs) use AMDBs collected from GeoEye stereo imagery to perform obstacle analysis in the vicinity of the airport to meet International Civil Aviation Organization (ICAO) and domestic requirements. Those AMDBs can then be used to create an assortment of valuable charts depicting features such as Aerodrome Obstacle, Aerodrome Ground Movement, Aerodrome/Heliport and Aircraft Parking/Docking.

Airport Authorities

CNS/ATM authorities use AMDBs to design and enhance Surface Movements for routine or low-visibility operations. Taxiing routes can be optimized to maximize flow efficiency, and to minimize the chance of runway incursions.

Airport Operators use AMDBs to supplement ground surveys; compare as-built against to-build plans; and plan, visualize and implement routine and emergency airport management. We can revisit an airport frequently to acquire new imagery. Changes detected on new imagery can then be communicated via digital Notices to Airman (NOTAM) to the user community at those airports in the form of modified, graphically notated AMDBs.

Airport Surface Moving Map

For avionics and airframe companies, GeoEye can tailor unique vector subsets of the AMDB to meet moving map display needs, as well as analyze aircraft, rotorcraft, CNS/ATM displays of surface movements and ground service vehicles. These custom AMDBs can be viewed on DO-178(b) certified multifunction displays, portable electronic flight bags or PDA-style devices.

Visual Simulation Databases

For visual simulation database developers or users, orthorectified, tonally-balanced, and mosaicked GeoEye imagery is the ideal building base for all types of visual simulation databases. GeoEye can process and deliver components, or complete visual simulation databases for simulation and training. This information is integrated with AMDB, DEM/DTM and ARINC 424 or DAFIF tabular information, and is appropriate for all levels of flight crew and CNS/ATM staff training. In addition, basic PC-style training using GeoEye imagery and AMDBs is an efficient way to improve instruction for ground vehicle operators. This, in turn, further reduces the chances for runway incursion events.

FREQUENTLY ASKED QUESTIONS

What exactly is an Airport Mapping Database (AMDB)?

An AMDB is a vector geospatial database that contains significant features of an airport that are required to support aircraft and rotorcraft surface movement. The physical data format is either ESRI® Shapefile or geographical markup language (GML), that can readily be ingested by most GIS software applications and GIS data viewers.

What is the data standard used to construct AMDB's?

GeoEye manufactures all of the following published Airport Mapping specifications:

- RTCA DO-272 revision (b)
- EUROCAE ED-99 revision (b)
- FAA AC 150/5300-18B
- AIXM 5.x
- ARINC 816

Using GeoEye-1 source imagery we manufacture the "Fine" AMDB standard (with appropriate ground control), and using IKONOS we manufacture "Medium" or "Coarse" AMDB standards.

What is the processing standard used to construct AMDBs?

All products and services from GeoEye are constructed according to published ISO 9002 procedures, which are strictly adhered to by all of our departments. Our manufacturing process for the construction of AMDBs is based on requirements published by the RTCA and EUROCAE, known as the DO-200A, for processing aeronautical data.

How are AMDBs priced?

All airports in the world are classified into five categories by their complexity for AMDBs: Airstrip, Simple, Medium, Complex and Very Complex. The classification is derived from the number of runways, taxiways, ramps, aprons, parking positions, helipads, buildings and other features. Airport imagery pricing information is available from a Customer Service Representative. Once an airport has been classified as described above, it has one of five possible fixed prices for its AMDB.

How can I get my AMDB updated as my airport changes?

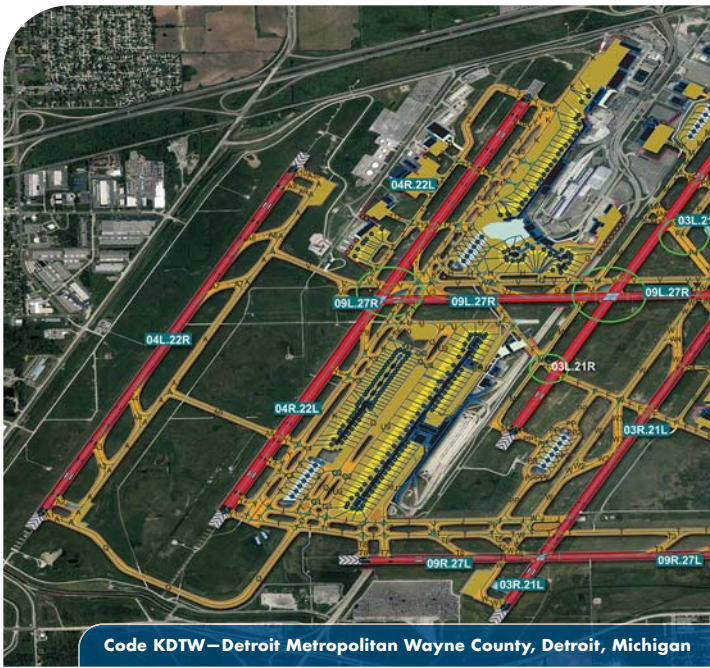
We offer one time purchase and/or subscription programs. With an initial sale, the AMDB is yours to modify with imagery acquired at any time. With a subscription program, we can periodically collect imagery of your airport, and update the vector information in the AMDB.

Who is GeoEye?

GeoEye is the premier provider of satellite and aerial imagery and geospatial information. The company owns and operates a constellation of high-resolution Earth-imaging satellites, two mapping aircraft, possesses an international network of regional satellite receiving ground stations and has advanced geospatial imagery processing capabilities.

WE PRODUCE DETAILED VECTOR GIS AMDBS FOR THE AIR TRANSPORTATION INDUSTRY.

ANY COMMERCIAL OR MILITARY AIRPORT IN THE WORLD CAN BE CONSTRUCTED TO YOUR NEEDS.



Code KDTW – Detroit Metropolitan Wayne County, Detroit, Michigan



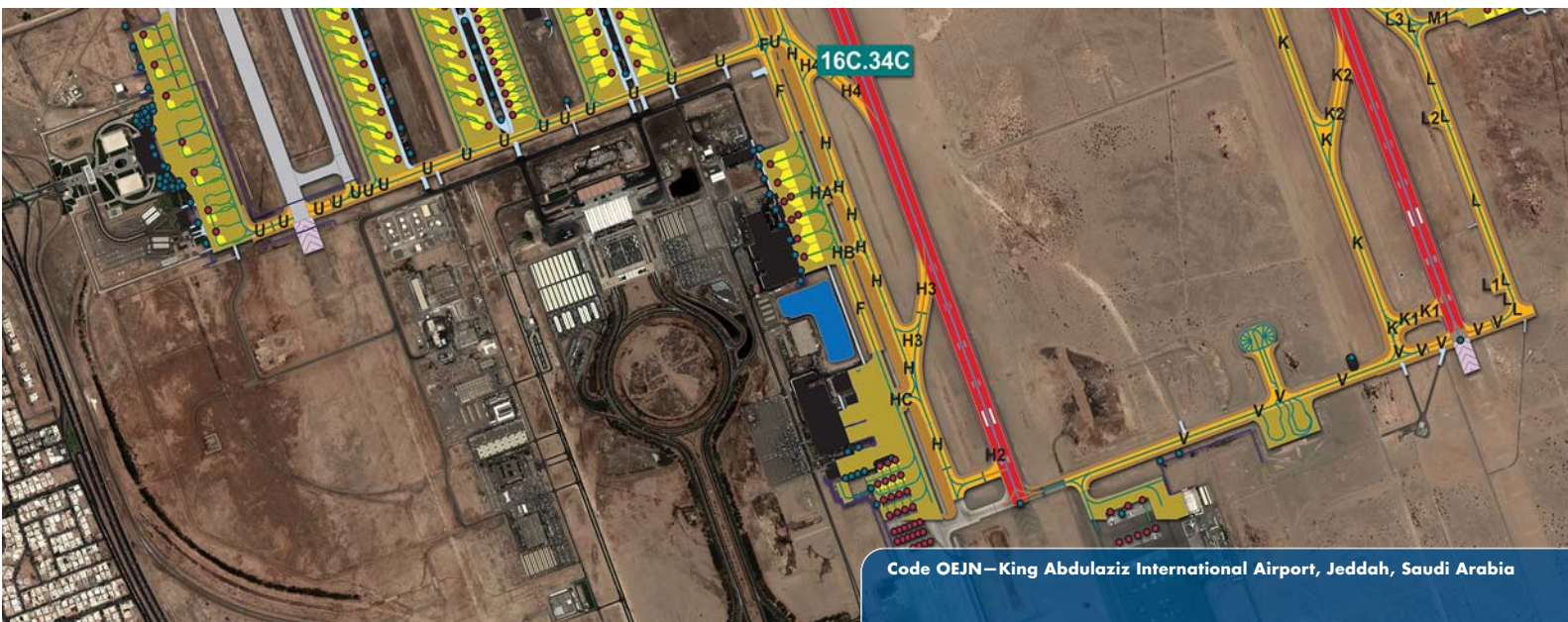
Code OIAW – Ahwaz Airport, Ahwaz, Iran



Code KPAE – Paine Field, Snohomish County, Washington



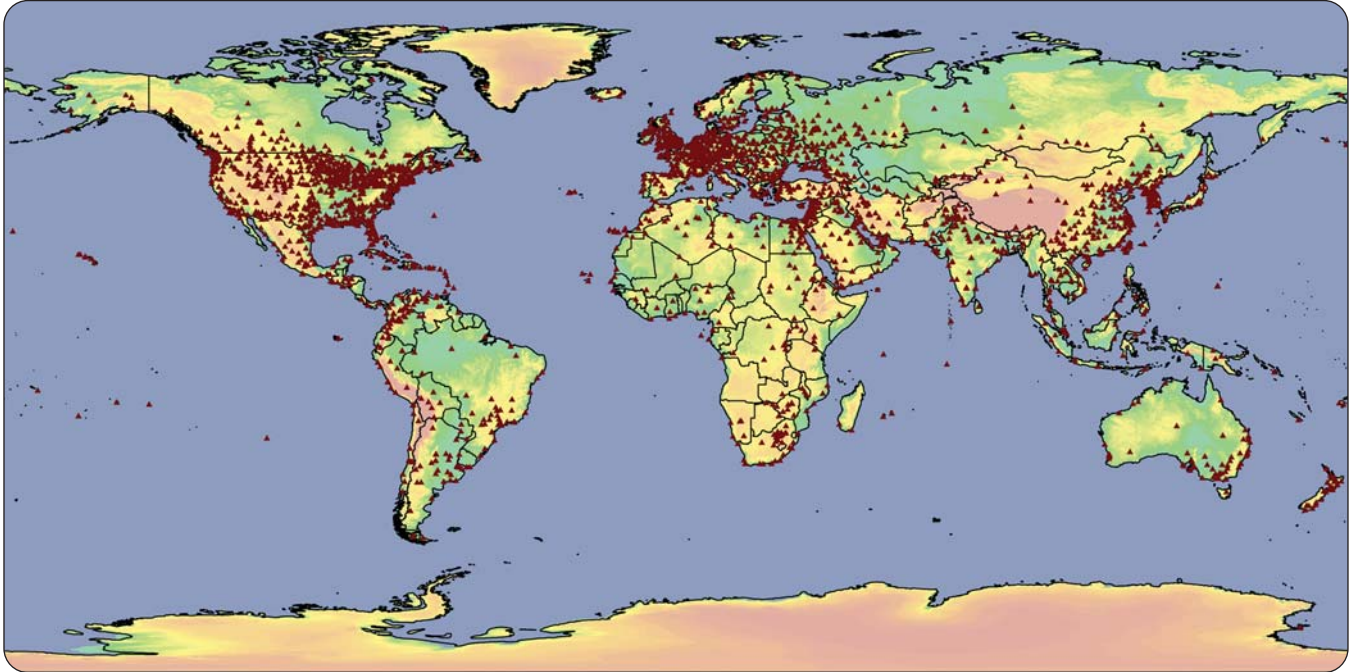
Code SPIM – Jorge Chávez International Airport, Lima, Peru



Code OEJN – King Abdulaziz International Airport, Jeddah, Saudi Arabia

OVER 2,500 AIRPORTS MAPPING WORLDWIDE

This map represents the location of the airports previously mapped by GeoEye for our Commercial, Government and Military customers. If your flight operations require AMDB, Terrain or Obstacle databases, please contact our customer service to see how we can supply you with that data—in any country, from the North Pole to the South Pole.



For detailed product information, or to learn more about how GeoEye can meet your airport mapping needs, visit our website at www.geoeye.com/amdb, call **1.800.232.9037**, or email info@geoeye.com.



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