
Phasor partners with Astronics AeroSat

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[Phasor](#) announced their commercial partnership with [Astronics AeroSat](#) today. Under the agreement, the two companies will produce scalable, dual-beam ESA-based aeronautical terminals, which will enhance the passenger and crew experience aboard connected business and commercial airlines.

Phasor's solid-state, software-defined and modular ESA conforms to the size and shape of an aircraft fuselage, which enables commercial airlines and business aviation fleet operators to reduce drag-weight while optimizing bandwidth for superior inflight connectivity (IFC). Astronics AeroSat will integrate Phasor's phased-array technology into an agile aviation antenna solution that will operate seamlessly with geostationary (GEO) and non-geosynchronous satellites, such as Low Earth Orbit (LEO) wideband constellations, currently in development. The new antenna will feature dual-beam technology, defined as the simultaneous ability to send and receive signals, with a "make-before-break" capability.

Matthew Harrah, President of Astronics AeroSat, commented in a June 4 statement: "This key alliance between Astronics AeroSat and Phasor represents the next phase of inflight connectivity capability, combining the breakthrough technology of the Phasor ESA with the proven SATCOM integration and avionics manufacturing acumen of Astronics. We are working our way towards certification and commercialization of this new dual-beam SATCOM terminal/OAE (outside aircraft equipment) and look forward to continuing to work closely with the Phasor team."

David Helfgott, Phasor CEO, said in the same statement: "This strategic agreement brings together the best of both worlds - leading electronically steered antenna innovation coupled with best-in-class avionics and aeronautical SATCOM terminal integration expertise. Together we will deliver next-generation inflight connectivity across multiple airframe-types and satellite communications network."

According to Phasor, their very low profile (2" high), lightweight, electronically-steerable antenna

produces less drag for more efficient aircraft fuel consumption.

"The solid-state platform has no moving parts, making it more reliable and resilient than mechanically steered antennas," read the release from the company announcing the partnership. "The Phasor ESA conforms to the aircraft fuselage, providing greater antenna active surface and therefore better Rf performance. The dual-beam architecture provides both en route network resilience and interoperability between geosynchronous high throughput satellites (GEO HTS) and non-geosynchronous satellites (LEO/MEO)."