INFORMASJON FRA ATM NORGE

Nyhetsbrev – Mars 2022

ATM Konferansen 2022

Etter to år med pause på grunn av COVID, arbeider vi nå med programmet for en ny ATM konferanse i 2022. **Datoen for konferansen er 31.mai 2022 – hold av dagen.** Temaet for konferansen er «Luftfart i endring», hvor vi vil gå inn i ulike aspekter av luftfartens utvikling i tiden som kommer, spesielt i retning av mer miljøvennlig luftfart, og hvordan dette også påvirker utviklingen av ATM. De som ønsker å delta bør holde av denne dagen. Ingen deltakeravgift. Konferansen finner sted som vanlig hos NHO og avsluttes som vanlig med middag på en hyggelig restaurant i Oslo.

Ny luftfartsstrategi

I disse dager har ATM Norge blitt invitert til å komme med innspill til Samferdselsdirektoratets arbeid med ny luftfartsstrategi. Vi takker for tilliten.
Det var på høy tid at dette arbeidet ble startet. Mye er forandret siden den forrige luftfartstrategien ble utarbeidet i 2008.
Et sentralt tema som etter vår mening bør tas inn i strategien er hvordan dagens virkemiddelapparat for FoU bedre kan ta hensyn til behovene i ATM industrien.
ATM Norge har i tidligere innspills- og høringsbrev kommentert det vi mener er svakheter i dagens norske virkemiddelapparat, der luftfartsrelaterte prosjekter i svært liten grad blir tilgodesett eller der programmene ikke gir rom for mer enn tre år lange forsknings- og utviklingsløp. Luftfarten har et svært krevende internasjonalt og myndighetspålagt sertifiseringsregime å forholde seg til, noe som ofte fører til at prosjektene nødvendigvis varer lenger enn det dagens norske virkemiddelapparat kan bidra med støtte til. For videre informasjon om disse utilsiktede virkningene for luftfarten, henviser vi til de tidligere innspills- og høringsbrevene vi har sendt departementet. Vi anbefaler uansett at temaet forskning, utvikling og innovasjon (FoUI) innen luftfart blir en del av den kommende strategien, slik det også er i eksempelvis Norsk Luftromsstrategi (juni 2021).
Vi oppfordrer også til å lese «Historien om Norsk ILS» skrevet av Thor Breien, som det vises til på slutten av dette nyhetsbrevet. Et eksempel på offentlig/privat samarbeid som vi kunne ønske oss mer av i dagens utfordrende virkelighet.

Nytt fra ACAMS AS

ACAMS has been successfully certified to ISO 27001 - information security

ACAMS as a supplier of critical infrastructure in the ATM field is always striving to adhere to and improve our cyber security best practises. As a part of this effort ACAMS has implemented and has become certified on the ISO 27001 standard.
ISO 27001 is the leading international standard focused on information security. The standard was originally published by the International Organization for Standardization (ISO) in partnership with the International Electrotechnical Commission (IEC) and has later been updated in 2017.
Protecting information is more important than ever, and ACAMS takes its responsibility seriously regarding receiving, storing, accessing, and distributing all information flows.
Through this certification, ACAMS can prove to our customers and partners that we safeguard their data strictly according to internationally accepted standards.
The certification is achieved in collaboration with Kiwa, an international leader in Testing, Inspection and Certification (TIC). Kiwa employs over 10,000 people in over 35 countries, in Europe, Asia, the Americas and Oceania.

Nytt fra Edda Systems AS

Edda Systems sin ATC-simulator har for lengst fått internasjonal oppmerksomhet.
På oppfordring har Kjell Arne Kamben hos Edda Systems skrevet en artikkel som har blitt tatt inn i magasinet Air Traffic Management, og vi har fått lov til å dele en kobling til magasinet.
Artikkelen finnes på side 26 i magasinet, med overskriften

https://content.keypublishing.com/central/issues/documents/5817_176008/index.html

Vi gratulerer Kamben og Edda System med en god artikkel og fin profilering.

Indra will implement the first 3D civil aviation radar to enter into service throughout Asia in South Korea to reinforce air safety on one of the busiest and most complex routes to manage in the world: the A593 airway, which connects Japan with China and South Korea, and is the gateway for flights from North America.
This route crosses the China Sea from east to west and is itself traversed by the air corridor that connects Korea with all the East Asian countries and Indonesia. The company will install the long-range 3D radar on the Korean island of Jeju. The reliability and accuracy of these systems can enhance safety on routes with a high volume of traffic such as this one, as well as in cities with several airports or areas in which the presence of wind farms generates interference with conventional radars. The system will operate in combination with a fully digitalised secondary radar and an ADS-B surveillance system that collects the information automatically sent by aircraft in flight. The merging of all the data provided by Indra's sensors will offer a much more precise vision and improve safety. Three-dimensional radars are the only ones capable of completely independently determining the altitude at which an aircraft is flying, unlike traditional ones, which interrogate the aircraft to collect this information. They are radars that electronically sweep the entire airspace they're monitoring with hundreds of independent energy pulses. "It's as if multiple radars were working in coordination to determine the longitude, latitude and elevation of each aircraft", the company explained. With a range of over 220 miles, the system will reinforce surveillance to the south of the island of Jeju and reach as far as the Atoti point, where the Korean controllers hand over the flights to their Chinese counterparts. The signal's advanced digital processing will allow operations under the most extreme weather conditions, eliminating noise and interference to ensure the very best vision. This is the third radar that Indra has installed on the island of Jeju, having previously installed a secondary radar and later a primary 2D approach radar. The company also won a major contract in Korea in 2015 to modernise the navigation, surveillance, and air traffic management systems at Incheon Airport in Seoul. #1164.ATC5

As travellers start flying again with the relaxation of Covid restrictions, one of the invisible services which keeps them safe, air traffic control, has its hundredth anniversary this year and it began in Croydon. In 1922, Croydon was the location of London's main airport and the world's first air traffic controller, G.J.H 'Jimmy' Jeffs, started work there on 22nd February when the aircraft were biplanes, there was very limited communication and no radar. "When they first got air to ground communications it was morse code, it was telegraphy. Radio came in during the First World War so by the time Croydon was up and running radio was established. Before that they would use things like coloured lights, green for go red for stop, and flags but that was only on the ground," says aviation journalist, Ian Harbison, highlighting just how primitive the tools of the job were in the early days of flight. In 1922, Radio Position Fixing was introduced which acted as a kind of proto-radar. It was a revolutionary Croydon-based procedure that used aircraft radio transmissions to fix their positions. This gave pilots an accurate location and allowed them to focus on flying the aircraft. But flying was still dangerous. In the same year, the first mid-air collision between airliners occurred. A British plane flying from Croydon to Paris collided with a French aircraft and from then on, all airliners were required to carry a radio. A Croydon officer later came up with the word 'mayday' as a distress call, which is from "m'aidez" in French, "help me." #1164.ATC7

Siden vi avslutter dette nyhetsbrevet med et historisk innslag fra Britisk (ATC) luftfartshistorie, kan vi ikke dy oss for å minne om norske bidrag til den samme historien. Thor Breien har skrevet en personlig og historisk beretning om hvordan norsk industri I samarbeid med offentlige virksomheter (Teledirektoratet, Luftfartsdirektoratet m.fl.) utviklet norsk ILS (Instrument Landing Systems) på 70- og 80-tallet. Dette skulle vise seg å bli en norsk industrisuksess som har vart fram til i dag og sikkert også i noe tid fremover. Dette er eksempel på Norsk industrihistorie og offentlig/privat samarbeid som vi dessverre ikke ser mange lignende eksempler på i dag.

Sett av noen minutter til å lese denne fascinerende historiefortellingen. Det er vel verdt det.

Her følger lenken:

https://atmnorway.files.wordpress.com/2018/12/Historien_om_ILS_in_v__r_bedrift_07_nov.pdf

God helg, og God Påske!

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