



INFORMASJON FRA ATM NORGE

Nyhetsbrev – April 2022

ATM Konferansen 2022

Etter to års opphold på grunn av COVID, er vi glad for på nytt å kunne arrangere 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 i Middelthunsgate 27 i Oslo og avsluttes med middag på Festningen restaurant i Oslo.

De som allerede er påmeldt kan se bort fra denne oppfordringen, men det er fortsatt ledige plasser både til konferansen og den påfølgende middagen.

Programmet for konferansen ser du [her](#):

Merk: Påmeldingsfrist for konferansemiddagen: 21.mai!

Ønsker du å delta? Send påmelding snarest mulig til tgrevle@getmail.no.

Nytt fra ACAMS AS

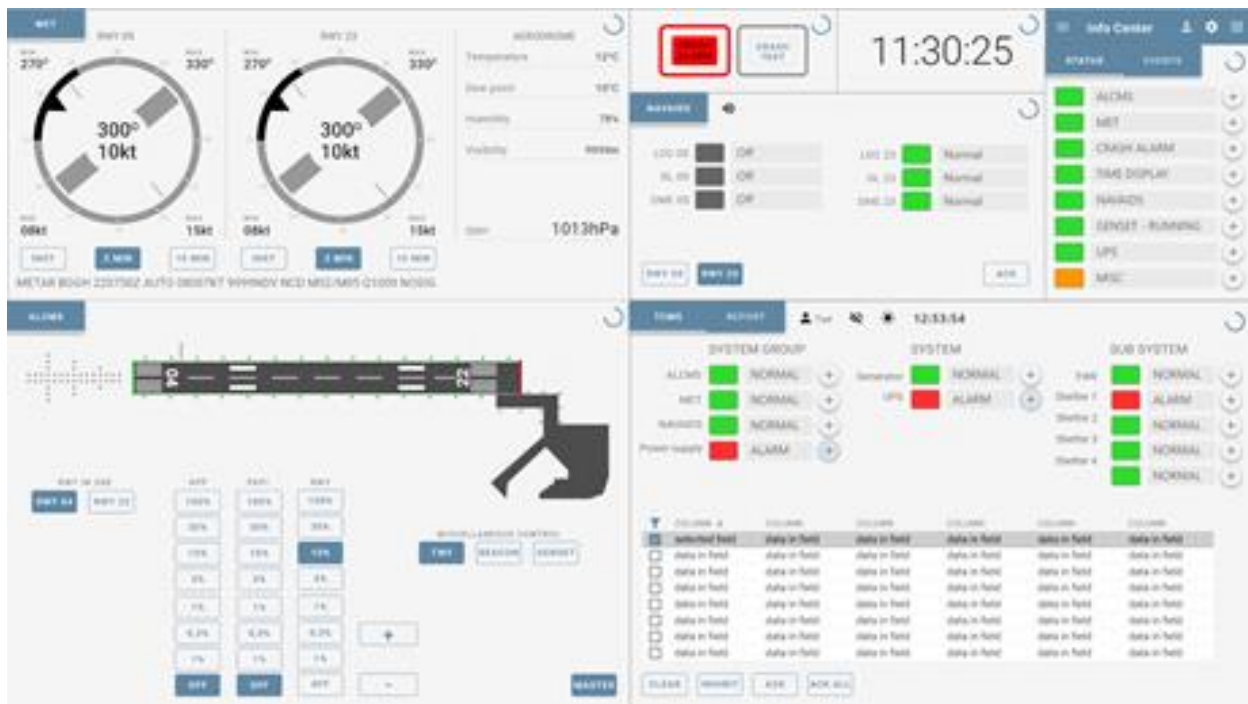
ACAMS I-TWR solutions to Greenland

ACAMS signs contract to supply 2 Integrated Tower Solutions (I-TWR) to Greenland with options for a third system

ACAMS is pleased to announce a contract to supply integrated tower solutions (I-TWR) to Greenland.

To support economic growth and increasing tourism in Greenland, the Government of Greenland has decided to expand the existing airports. The existing runways in the west of Greenland will be extended from 950 to 2,220 meters in Nuuk and from 845 to 2,200 meters in Ilulissat. The extension means that the airports will be able to take larger aircrafts such as the

Airbus A330 with up to 300 passengers. The plan also includes a new domestic airport with a 1,500 meter runway in Qaqortoq in the south of Greenland.



The ACAMS I-TRW systems will be installed at Nuuk Airport and Ilulissat Airport, with an option for an additional system at Qaqortoq Airport.

The solution will integrate the following systems into a single, uniform I-TWR interface:

- MET System
- Master Clock
- COMM. System (VCCS, Radios and Recorder)
- Navaid RCSUs (ILS Status)
- ILS Interlock/Rotating Beacon
- Auxiliary Systems (UPS, etc.)
- Crash/Disaster Alarm (Option)
- CCRs/Apron Flood Light/Auxiliary Systems
- Generator
- Shelters auxiliaries/SFL

The servers and clients are interconnected over dual redundant LAN connections. All locations will be linked through the Airport dual fiber-optic ring. Airport LAN users may access the system also with web client interface.

The I-TWR systems will be provided to end user Kalaallit Airports in cooperation with COMSA Industrial SLU, Spain.

The City of Concord and Kongsberg Defence & Aerospace (KONGSBERG), a global provider of high-technology and mission-critical systems, formalized a partnership agreement for the modernization of Concord-Padgett Regional Airport's air traffic control system. Concord-Padgett Regional Airport is the first in North Carolina to introduce and test remote tower technology. City officials and KONGSBERG senior executives formally signed the partnership agreement during a ceremony at Concord-Padgett Regional Airport on April 19. The agreement enables the installation and eventual certification by the Federal Aviation Administration (FAA) of the Kongsberg Remote Tower System at the airport. This system replaces traditional airport air traffic control towers with a remote tower with built-in smart technical capabilities. The remote towers are operated by controllers from a Remote Tower Control Center, which may be located at an airport or miles away. The Kongsberg Remote Tower will be located at Concord-Padgett Regional Airport and provide secure, high reliability video presentations from a camera sensor. The KONGSBERG leading edge electro-optical sensor technology is part of the system and is a direct spin-off from the world's most advanced military sensor technology. The 360-degree camera sensor will be used to replace the information controllers currently gather by looking out the tower cab windows. The Remote Tower system also provides added capabilities that will increase the controllers' areas of visibility and enhance it with infrared capabilities, increasing aviation safety. The final plans for the mast and operations centre are complete and officials anticipate construction on the Remote Tower to begin within approximately 90 days. #1167.ATC6

Construction of a new airport for the Helgeland region of northern Norway is set to start this year following a successful fundraising project. The planned new USD 360 million airport near Mo i Rana will be the first since Båtsfjord airport opened in 1999. To be built by the E12 just east of Mo i Rana, the new airport's runway will be twice as long as the present Mo i Rana airport. A runway of 2,400 metres will open up the possibility of scheduled and charter flights that reach Europe, Asia and the Americas. The new airport development company Polarsirkelen Lufthavnutvikling describes the shortrunway airports in Helgeland as a "major obstacle" to development and growth in the region. Mo i Rana has long been an important industrial town for Northern Norway. The airport is seen as essential for the town—and region—to remain competitive. Avinor hopes to award the main construction contract in June. #1165.9
