INFORMASJON FRA ATM NORGE

Nyhetsbrev juni 2015

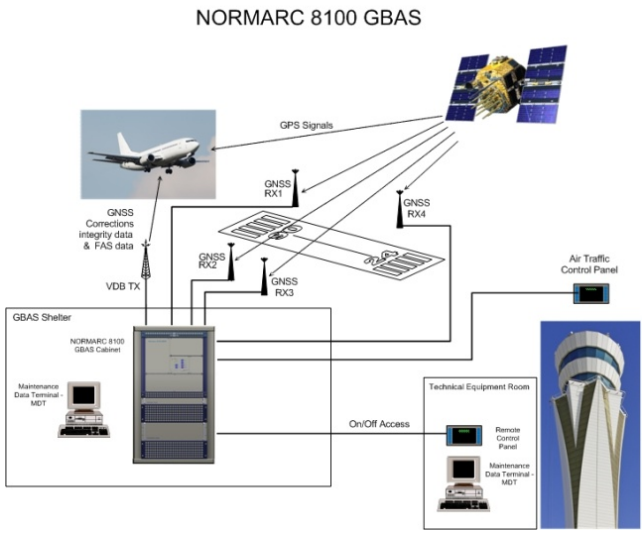
Nytt fra Indra Navia:

NATS, the UK's leading provider of air traffic services, and Indra Navia, the leading airport and air traffic management (ATM) technology provider, have announced a new air traffic enhancement solution utilizing Ground-Based Augmentation System (GBAS) technology.

Indra have years of experience in delivering GBAS products into service and combined with NATS' unparalleled expertise in turning technical functionality into operational capability, means that airports and ANSPs can expect a unique 'one stop shop' offering.

The joint solution takes a well-developed product and knowledge base and improves on the current capability of existing GBAS solutions, benefiting airports and ANSPs around the globe. It will prove valuable to any capacity-constrained airport, providing a wide range of approach routes supported by a single system. This will make it possible for airlines to reduce flying time, and therefore save on fuel consumption, whilst also reducing noise for residents near the airport through the use of higher approach angles.

The technical solution will be delivered into service by a team who understand the operational drivers, with in-house teams of airspace and procedure designers, specialist instructors to develop and deliver bespoke training programmes for staff, and provide the necessary safety assurance during implementation. The offering will cover planning and evaluation through to site selection, installation, commissioning, regulatory approval and in-service support.



Indra Navia brings a wealth of experience to the project, providing air traffic management solutions and services for clients worldwide, including the NORMARC family of Instrument Landing Systems and the NORMARC 8100 GBAS. Indra Navia's vast knowhow and experience

about the use, functionality and performances required of landing system technologies, will greatly contribute to the successful development of this innovative GBAS solution. NATS will apply its expertise and know-how to facilitate the integration of a GBAS into operational service. NATS will also bridge the information gap between the technology provider and the various interested stakeholders, such as other air navigation service providers, airports, airline operators, and the regulator in this new, complex field.

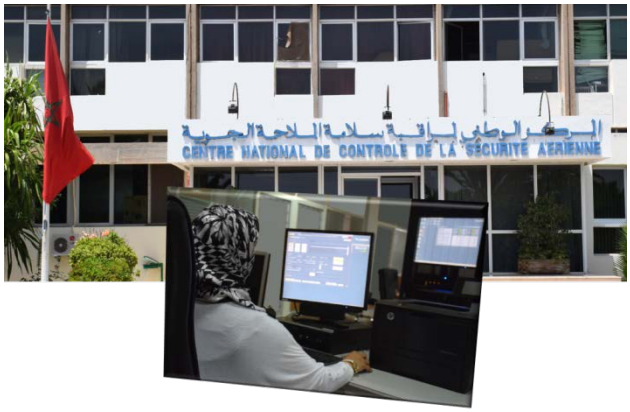
This is the first innovative market solution to be worked on together since the signing of a strategic partnership by both companies in March this year.

Nytt fra ACAMS:

ACAMS D-ATIS and D-VOLMET systems are now in operational use in Morocco with 7 country-wide installations.

The country-wide D-ATIS/D-VOLMET systems from ACAMS are now in operation in Morocco. Following the resolution of remaining administrative issues, our client Office National Des Aeroports (ONDA) is now fully utilizing the ACAMS D-ATIS and D-VOLMET systems in their airports and control center in:

- Mohammed V (Casablanca)
- Rabat-Salé
- Oujda
- Agadir
- Tanger
- Fès
- Marrakech
- CNCSA (D-VOLMET and Datalink Message Handler and Server)



The ACAMS systems provide state of the art ATIS and VOLMET functionality and will be connected to the SITA/ARINC Datalink network for ATIS/VOLMET data exchange with aircrafts.

Read article on ACAMS webside

Nytt fra Saab Technologies Norway: Re. Pressemelding 2.juni.

Saab signs Remote Tower contract with the Irish Aviation Authority

Defence and security company Saab has signed a contract with the Irish Aviation Authority (IAA) to deliver a Remote Tower Centre to Dublin Airport and the corresponding remote tower installations at Cork and Shannon Airport. Electronic Flight Strips (EFS) are also included in the order and will be installed at all three airports.

Saab's Remote Tower solution is the world's first operational and approved system. The Remote Tower installation at Cork and Shannon will be operated from Dublin Remote Tower Centre and will be a part of the large scale evaluation carried out by SESAR, Single European Sky ATM Research. The Electronic Flight Strips will be installed in the towers at Cork, Shannon and Dublin Airport.

Saab has pioneered the development of remote tower systems and technologies in cooperation with air traffic controllers and air navigation service providers. With this contract, Saab consolidates its position as the key remote tower provider in the world and the only company with the system in operation.

The Saab remote tower product suite includes high definition cameras and pan-tilt-zoom cameras, surveillance and meteorological sensors, microphones, signal light guns and other devices for deployment at the airport. Data from these sensors are sent to a Remote Tower Center (RTC) to be displayed in real time. A controller at the RTC has the tools, in addition to live video, to operate the airport in a similar manner as he or she would in a normal Air Traffic Control Tower. Electronic Flight Strips (EFS) is a system showing onscreen information of the planned air traffic and replaces the traditional system with paper strips in air traffic control towers.

Remote Tower er et høyaktuelt tema for tiden, også i Norge, og i Jane's Airport Review (Juni 2015) kan vi bl.a. lese følgende (sitat): "In Norway, Avinor is on track to award a contract in mid-2015 for RTS (Remote Tower Services) at 15 airports, with options for up to 30. The ANSP operates 46 airports and is looking for economies and service benefits from the technology. *Saab* is one of the three companies tendering the project, the other two being *Frequentis* and a partnership between *Indra Navia and Kongsberg*".

News from Momberger Airport Information - www.mombergerairport.info

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The A6 Alliance of European ANSPs has teamed up with Eurocontrol to define the pan-European ground-to-ground network infrastructure used for both voice and data communications between ANSPs. The New Pan-European Network Services (NewPENS) will underpin the European Commission's Single European Sky (SES) initiative, transporting data from the Network Manager and Eurocontrol Centralized Services to all air traffic management (ATM) stakeholders from the 41 Eurocontrol member states, other states within the ICAO Europe/North Atlantic (EUR/NAT) Region, and neighbouring states. Eurocontrol said that better information sharing between all ATM stakeholders was "fundamental to improving the management of Europe's airspace and meeting forecast traffic growth." NewPENS will provide a common, secure IP-based network service across the region, making it easier to share information while at the same time reducing costs.

The A6 Alliance was formed by the six ANSP members of the SES ATM Research Joint Undertaking (SESAR JU): ENAIRE (Spain), DFS (Germany), DSNA (France), ENAV (Italy), NATS (UK), and **NORACON** – a consortium made up of Austro Control (Austria), **AVINOR (Norway)**, EANS (Estonia), Finavia (Finland), IAA (Ireland), LFV (Sweden) and Naviair (Denmark). Collectively, they control more than 70% of European air traffic and 72% of the investment in Europe's future ATM infrastructure. PANSA (Poland) subsequently became a member through its membership of the SESAR Deployment Alliance. The COOPANS (Cooperation of ANSPs) Alliance of ANSPs (IAA, Naviair, LFV,

Austro Control, and Croatia Control) is also a signatory to the co-operation agreement with Eurocontrol. #1002.ATC2

The Irish Aviation Authority (IAA) has signed a contract with Saab to deliver a Remote Tower Centre to Dublin Airport through corresponding remote tower installations at Cork and Shannon Airports. Electronic Flight Strips (EFS) for Dublin airport are also included in the order. Co-funded by the EU's Single European Sky ATM Research Joint Undertaking (SESAR JU), the Remote Tower installations at Cork and Shannon will be operated from Dublin Remote Tower Centre and will be trialed on a number of occasions through 2015 and 2016.
Remotely operated towers offer significant potential to assist ANSPs such as the IAA to reduce and control their costs in line with airline and European Commission (EC) expectations whilst maintaining safety and service delivery. This potential is greatest at smaller, less busy regional airports where the volume of traffic is likely to be insufficient to cover the costs of service provision at a user charge that is sustainable from the customers' perspective. Continuous improvements in optical and other sensor technology are bringing this potential ever closer to fruition. Remote Tower systems for use in low-density operations is part of the IAA's strategy to implement innovative air traffic management solutions which deliver safe, efficient and cost effective services to its airline partners. #1002.ATC6
