



## INFORMASJON FRA ATM NORGE

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*Nytt fra Indra Navia AS:*

### **Indra and NATS team up for Cat III GBAS**

NATS and Indra Navia have announced that they will jointly develop and implement a new Ground Based Augmentation System (GBAS).

"This is the first innovative market solution to be worked on together by NATS and Indra since the signing of a strategic partnership by both companies in March this year," Indra Navia stated. Comprehensive development and implementation includes planning and evaluation through to site selection, installation, commissioning, regulatory approval and in-service support.

Indra Navia will use its experience on the NORMARC 8100 GBAS, a prototype of which was deployed at Frankfurt Airport in 2013, to manufacture the new system, which is designed to meet Cat III requirements.

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**News from Momberger Airport Information** - [www.mombergerairport.info](http://www.mombergerairport.info)

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**On 28 September 2015, the CEOs of Avinor, Kongsberg Gruppen, and Indra Navia met to present their plans for remote-operated air traffic control towers.**

This initiative is the largest ever to be launched in this sector of international air transport. In August 2015, Kongsberg Gruppen and Avinor Air Navigation Services announced a NOK 400 million (USD 49 million) contract for the supply of a number of remotely-controlled air traffic control towers. Kongsberg Gruppen will be the main supplier, in cooperation with its partner, Indra Navia AS. At the meeting, Dag Falk-Petersen, CEO of Avinor, remarked: "Remote towers are an important focus area that offer great possibilities both for the Avinor Group and the Norwegian aviation industry. The technology allows for safe and efficient operation of Norwegian airports, and will help us to maintain the extensive aviation services we have in Norway." Avinor had previously decided to invest in remote tower services at up to 15 airports from a control tower centre in Bodø. A further expansion is expected to include more of Avinor's airports. Kongsberg and Indra Navia will deliver a complete solution for remote-controlled tower services for several airports from one control centre. "We have used expertise from several areas of the Group to produce a unique sensor technology composed of newly developed and existing components that provide optical resolution at 360 deg. It is a seamless image where many of today's challenges in re-creating such a large field of view have been solved using only one camera. The system also has additional features such as night capability using an infrared sensor. This tower solution will

have significant international potential,” said Walter Qvam, CEO of Kongsberg Gruppen. --  
The companies expect the tower centre in Bodø and remote control of the first tower to be  
completed in 2017. #1010.ATC3

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**Saab has received a contract from the Irish Aviation Authority (IAA) to deliver a new solution for the departure management process at Dublin International Airport.**

Under the terms of the agreement, Saab will deploy its Aerobahn Departure Manager (DMAN) which will optimize the departure management process at the airport. The solution, which meets EU regulatory requirements, will deliver target start-up approval times (TSAT) and target take off times (TTOT) directly to Saab’s Electronic Flight Strip system, enabling an advanced pre-departure sequencing. The system will also provide variable taxi time calculations and collaborative pre-departure sequencing. In addition, DMAN is expected to aid airport performance by addressing some of the ICAO aviation system block upgrades (ASBU) modules.

The DMAN sequences the departing traffic based on the aircraft wake vortex categories, resulting in increased runway throughput for departing traffic, and enables time-based metering for departing traffic making traffic flow more efficient. The new technology is expected to improve overall airport operation by improving the pre-departure sequencing capability, a critical part of the A-CDM concept. Saab head of traffic management, Anders Carp, said: “Saab’s DMAN will be an essential part of the Airport Collaborative Decision Making (A-CDM) programme being implemented at Dublin airport, resulting in increased Air Traffic Flow Management-Slot (ATFM-Slot) adherence, decreased taxi-times, lower environmental impact, better runway throughput and increased collaboration.” #1010.ATC8

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