

INFORMASJON FRA ATM NORGE

Nyhetsbrev februar 2016

Nytt fra Indra Navia:

Indra Navia has signed a contract for four NORMARC Instrument Landing Systems (ILS) for Keflavik Airport, Iceland. This confirms the company's long relationship with Isavia, the Icelandic ANSP, for supplying ILS to the country. The four NORMARC ILS will be installed during 2016 and 2017. The contract also includes a frame agreement for up to 10 ILS.



Vi minner om World ATM Congress i Madrid 8.-10.mars:

Dette er årets viktigste møtested for norsk og internasjonal ATM industri. Mange av våre norske medlemsbedrifter er representert her for å vise det nyeste innen "norsk" ATM teknologi.



Oslo Airport in Norway has become the first in the world to make available sustainable jet biofuel through its existing fuel farm and hydrant dispenser system.

In an initiative involving Avinor, the airport's operator, and Air BP, along with members of the EU-funded ITAKA project, sustainable jet fuel produced from camelina grown in Spain will be purchased initially by Lufthansa Group airlines, SAS and KLM. The fuel is being supplied by Air BP after processing of the camelina at Neste's Porvoo refinery in Finland, using its NEXBTL technology. The fuel will enter directly into Oslo's fuel hydrant system without having to rely on a segregated infrastructure, which the partners say is a breakthrough for the emerging aviation biofuels market. So far, Air BP has agreed to deliver 1.25 million l to the airport. David Gilmour, CEO of Air BP, said that delivering the jet biofuel through the normal supply mechanism reduces logistics costs significantly. "We want to demonstrate that airports can readily access biofuel with relative ease, utilising existing physical infrastructure," he said. "We anticipate this will increase interest and demand, as well as contributing to a sustainable biofuel future for the aviation sector."

The fuel will be initially used by Lufthansa Group, which was the first to confirm its participation in the initiative, followed by SAS and KLM, and the goal is to gradually increase the volume of deliveries in the coming years and establish a regular supply to the airport. Air BP says it has ambitions to becoming "a pioneer in delivering biofuel to the aviation sector." The three airlines, said Avinor, had indicated their willingness to pay a price premium for the biofuel, although exact details are not being disclosed. Avinor has also allocated up to USD 11.4 million over the 10-year period 2013 to 2022 for initiatives that can contribute to the realisation of Norwegian biofuel production. It is exploring opportunities with local aviation interests to establish large-scale production based on biomass from Norwegian forests during the 2020 to 2025 timeframe. #1017.CON15

Airlines could fly direct routes across huge swathes of central Europe within three years following the securing of a EUR 1 million grant to study how free route airspace may best be delivered.

The initiative by the FAB CE Functional Airspace Block (whose members are Austro Control, ANS CR, BHANSA, Croatia Control, HungaroControl, LPS SR and Slovenia Control) could vastly improve flight efficiency. FAB CE's 'Free Route Airspace from the Black Forest to the Black Sea' study was signed in November 2015 and was co-financed by the Connecting Europe Facility (CEF) with more than EUR 1 million of co-financing and will be managed by SESAR Deployment Manager. The project was selected for funding under the 2014 CEF transport calls, which made EUR 13 billion available to finance projects to improve European transport infrastructure, promote transport safety, develop intelligent transport systems and mitigate the environmental impact of the sector. The study contributes to the deployment of Flexible Airspace Management and Free Route, one of the six ATM functionalities identified in the SESAR Pilot Common Project. The FAB CE partners said that the title of the study reflected FAB CE's determination to create a concept "whose potential does not end at geographical borders; reflects a forward-thinking attitude that benefits not only the Functional Airspace Block, or even one single region, but one where the added-value will be quantifiable on a European scale". The study takes the commitment of the seven FAB CE ANSPs, seven countries with one common goal: the defragmentation of airspace that supports the Single European Sky.

The aim of the technical feasibility study, which was launched in September and will be

completed by April 2017, is to develop and validate the Free Route Airspace Concept of Operations (CONOPS) within the Functional Airspace Block Central Europe (FAB CE) with the potential of extending it beyond its borders. The study will include the development of the CONOPS in which simulations will be performed at HungaroControl's Centre for Research Development and Simulation as a means to validate the findings which will highlight the necessary adaptations that would be required to connect the individual ATM systems. By 2019, FAB CE aims to fully implement the FRA concept. For the users this will mean that within dedicated Free Route Airspace they may freely plan routes across the whole FAB area, respectively between defined entry points and defined exit points, with the possibility to route via intermediate waypoints. #1017.ATC7

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