

INFORMASJON FRA ATM NORGE

Nyhetsbrev oktober 2016

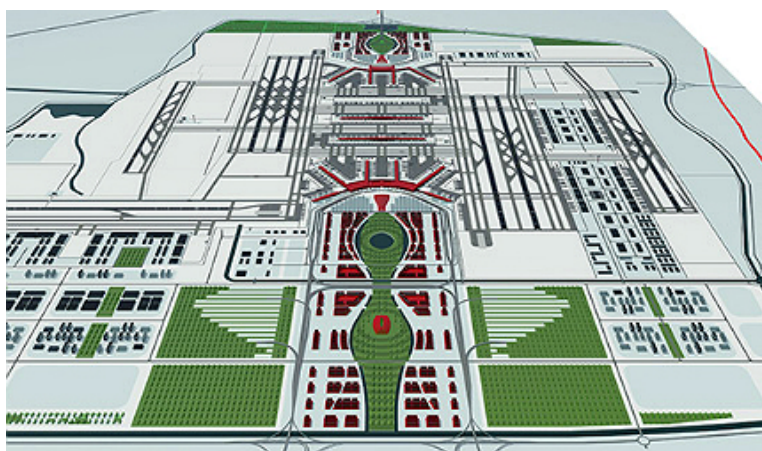
Nytt fra Indra Navia AS:

Indra Navia to supply ILS for Beijing New International Airport

Beijing has only one international airport whereas other esteemed cities of the world of the same level have more than two international airports.

The city is served by the Beijing Capital International Airport, which is the world's second largest in terms of passenger traffic. The airport is currently running at maximum capacity and cannot be expanded further.

A **[new international airport](#)** is under construction at Daxing, a suburb district south of the city.



It is expected to handle more than 130 million passengers annually. The airport with seven runways is scheduled to be completed by 2019.

The airport has just awarded Indra Navia the bid for Instrument Landing Systems for the runways. This secures the company's position as the leading supplier in the Chinese market.

Nytt fra Avinor Flysikring:

Avinor inviterer til Nordområdekonsferansen - Strategier for Nordområdene mot 2030.

Les mer på Avinors hjemmesider:

<https://avinor.no/konsern/miljo-og-samfunn/nordomradekonferanse/>.

Årets ATM Konferanse hadde "Grønn Luftfart" som hovedtema. I tråd med dette, ønsker vi å ta inn informasjon i nyhetsbrevet som setter fokus på luftfartens miljøavtrykk.

Først ute er informasjon om en viktig avtale om å redusere CO2 utslippene fra luftfart.

FNs organisasjon for sivil luftfart (ICAO) vedtok sist uke å etablere en ordning for å kjøpe utslippsreduksjoner fra andre sektorer, som et bidrag til å nå målet om karbonnøytral vekst etter 2020 i internasjonal luftfart.

I en pressemelding fra ECAC (European Civil Aviation Conference) skrives det blant annet:

Dette er en unik avtale om å redusere klimautslippene fra internasjonal luftfart, noe ECACs 44 medlemsland har jobbet hardt for de siste tre årene i samarbeid med Europakommisjonen.

Dette er den aller første internasjonale avtalen vedrørende CO₂-utslipp for en spesifikk økonomisk sektor. Fra 2021 vil flyreiser mellom 65 land – inkludert alle ECAC-landene – omfattes av et samlet tiltak om å redusere CO₂-utslipp. Andre land kommer på banen i fase nummer to i 2027.

Resultatet er at omtrent 80 % av utslippene over 2020-nivå skal utlignes av tiltaket mellom 2021 og 2035.

Også Samferdselsdepartementet kommenterer avtalen i en melding:

Norge har vært en pådriver for å få redusert klimagassutslippene fra luftfarten. Selv om vi hadde ønsket oss høyere ambisjoner for utslippsreduksjoner, er vi fornøyd med at ICAO har kommet til enighet om å etablere denne ordningen for kjøp av utslippsreduksjoner, sier samferdselsminister Ketil Solvik-Olsen.

Norge har samarbeidet tett med de andre europeiske landene for å få til en best mulig ordning som er i tråd med Parisavtalen om globale utslippsreduksjoner av klimagasser. Ordningen skal revideres hvert tredje år, og Norge har sammen med Europa argumentert at revisjonen må brukes til å vurdere om målet om utslippsreduksjon kan skjerpes.

Avtalen er et viktig skritt i riktig retning. Men ambisjonsnivået er for lavt, og derfor er det viktig at revisjonen av ordningen med kjøp av utslippsreduksjoner hvert tredje år skal ta hensyn til Parisavtalen og det langsiktige målet om å begrense global oppvarming til 1,5 – 2 grader, sier klima- og miljøminister Vidar Helgesen.

Under ATM Konferansen ble vi bl.a. fortalt at luftfart står for ca. 2% av utslippene av klimagasser i verden.

Avinor har laget et [faktaark](#) over de norske målene for karbonnøytral vekst innen luftfart, som vi tillater oss å gjengi.

Presentasjoner fra ATM konferansen kan for øvrig hentes [her](#).

News from Momberger Airport Information - www.mombergerairport.info

In an international public tender run by the Danish Ministry of Defence, via the Danish Defence Acquisition and Logistics Organisation (DALO), Indra has been awarded the contract to provide radars to support air traffic management at the country's Royal Air Force bases. The company will provide three systems, each equipped with a primary radar (PSR) and a secondary radar (MSSR). These systems will bolster airspace surveillance and air operations at the Skrydstrup, Karup and Aalborg airfields. Indra was the only company to meet the client's requirements, in a tender that saw the world's leading manufacturers compete with each other. The Indra PSR primary radar offers high operational ratios thanks to numerous features, including its ability to cross-select equipment from the main and backup chains in the event of element failure. Meanwhile, the secondary radar (Indra MSSR) is a mature and latest generation product that can operate in cluster mode, working in coordination

with other radars to avoid repeatedly interrogating the same aircraft. This makes it highly effective in regions of high traffic density, such as in the north of Europe. The contract sees the company extend its global leadership in civil aviation traffic to the military field. The company has deployed air traffic technology at 4,000 facilities in 160 countries, making it one of the world's leading radar providers. #1033.ATC11

Jotron has installed redundant audio and screen recording systems for Luftfartsverket (LFV), the largest provider of air traffic control services in Sweden. In 2014, LFV decided to replace its legal voice recording systems across Sweden. Following a competitive tender process, Jotron was awarded the contract based on offering its advanced nationwide recorder solution for tower, approach, and area control operations. Jotron's Ricochet recording and replay system is exclusively developed for the air traffic control market. Its unique architecture allows unlimited recording capacity for all data and the scalable system can be easily expanded for additional requirements. By installing Ricochet, LFV continues to supply high standard air traffic services – and this replacement secures LFV with a solid system for the future. The 30 airport operations are geographically spread across Sweden. Among them are Stockholm and Malmö Air Traffic Control Centres which are responsible for the area services to en route traffic in Swedish airspace, the regional control centres in Norrköping and Göteborg and the remote tower control centre in Sundsvall. #1033.ATC6

Saab has announced that it will roll out its remote air traffic control system to Sundsvall Airport in Sweden “in the coming weeks”, extending a service that has been in place at Örnsköldsvik Airport since April 2015. Instead of a traditional ATC tower infrastructure, Saab's remote system uses 14 cameras to provide a stitched 360° view of an airfield, which can be operated from a site miles from the airport itself. Swedish ANSP, LFV, was the first to approve the concept, which is only being operated at these sites at present. Live images from the two airports are fed into the control centre at Sundsvall, with a third airport – Linköping – to be added in 2017. Other tests have taken place in Australia, the Netherlands and Norway, plus Ireland, where the control centre at Dublin airport oversaw flights from Cork and Shannon. The Irish trials finished in August 2016, and the nation's regulator will now assess the outcomes, with the results expected to be released in November. **Saab is offering an unmanned air vehicle tracking capability to the system, which utilises missile tracker technology to monitor small targets.** #1034.ATC9
