



INFORMASJON FRA ATM NORGE

Nyhetsbrev februar 2017

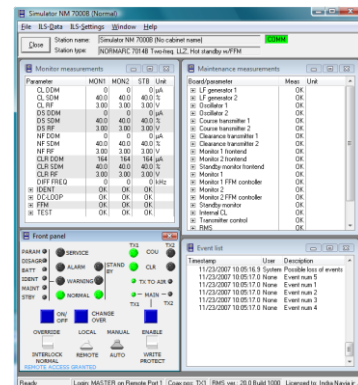
Nytt fra Indra Navia AS:

NORMARC 7000 ILS Passes 1,200 Installations and a New Cabinet Is Introduced

The NORMARC 7000 Instrument Landing System (ILS) has been installed at over 1,200 runways in 100 countries since its introduction in 1995.

A redesigned cabinet has been released with its first delivery in February at Ørlandet Airport, the main base for Norway's F-35 fighters. The new cabinet has an improved user interface and signal monitors, which will enhance performance and ease maintenance.

Despite the introduction of satellite based navigation and landing systems (SBAS and GBAS), the 70-year old ILS concept is still used by 99% of the market. Indra Navia foresees the ILS market share to remain high for many years to come. The complementary navigation systems, DME and DVOR, also branded NORMARC, have strengthened our position as a world-leading nav aids supplier.



Nytt fra Acams AS:

ACAMS is supplying a complete integrated tower solution (I-TWR) to Maun international airport, Botswana.

This is a turnkey project which integrates both existing and new sub-systems into a common platform. This enable all Controller Working Positons (CWPs) connected to the ACAMS Server to extract real-time information and operate on a user-friendly and unified Human Machine Interface (HMI).

This ACAMS I-TWR consist of 2 Aerodrome positions, 2 Approach positons, 1 Technical position, 1 Search and Rescue (SAR) position and 1 Fire Station Watch position.FAT was



successfully completed at ACAMS HQ in Oslo in December 2016, with attendants from both main contractor STEE-INFOSOFT from Singapore and the end user Civil Aviation Authority of Botswana (CAAB).

Les [her](#) for mer informasjon.

Nytt fra Avinor Flysikring AS:

Avinor ANS implements major ATM system upgrade to deliver cross-FAB Free Route Airspace.

Avinor Flysikring AS, the Norwegian ANS provider has successfully upgraded its ATM system. The massive enhancement was accomplished on the Sunday night of January 29, and marks an important milestone towards seamless Free Route operations in the Northern Europe.

The upgrade of encompassed five subsystems and includes a large number of advanced ATM functionalities. The upgrade's key feature is support to cross-border Free Route operations; in addition, it provides for a higher degree of automation and new tools for air traffic controllers.

Free Route Airspace

The complex upgrade provides the basis for cross border Free Route operations throughout the whole NEFRA - North European airspace comprising two functional airspace blocks - NEFAB (Estonia, Finland, Norway, and Latvia), and DK-SE FAB (Denmark and Sweden). On May 25 2017, Free Route Airspace in Norway will be seamlessly connected with the rest of the area establishing the largest Free Route Airspace in Europe – the only one extending across two functional airspace blocks where airlines can plan and fly their preferred trajectories across state and FAB borders. This will further extend the freedom of flight planning in the North European airspace.

Further steps

The May milestone will mark completion of the NEFRA programme, a long-term effort by technical and operational experts from six air navigation service providers. It will be a step closer to seeing Borealis Free Route Airspace implemented across nine states in Northern Europe through building interfaces to connect the NEFRA area further with UK-Ireland FAB and Iceland.

Cross-border Free Route operations are a significant initiative in delivering the European Commission's vision of a Single European Sky, catering for less fragmented and more efficient ATM in Europe.

Nedleggelse av Narvik lufthavn 31. mars 2017

Lufthavna legges ned 31. mars, og planleggingen for dette er i gang.

Avinor AS har fått i oppdrag av eier, Samferdselsdepartementet, å legge ned Narvik lufthavn Framnes 1.april 2017. Dette ble vedtatt i Nasjonal transportplan 2014-2023. Lufthavnen ble åpnet 30. august 1972.

Siste flyvning fra lufthavna foretas om kvelden 31. mars, og det vil være operativ beredskap frem til midnatt. Det vil være en markering på lufthavna i forbindelse med siste flyvning og nedleggelsen. Fra og med 1. april 2017 er Narvik lufthavn Framnes stengt for all flyging.

En prosjektgruppe i Avinor AS jobber nå med planene for nedleggelse og overdragelse av eiendom m.m.

- De ansatte og ledelsen på lufthavna har vist en imponerende evne til å fokusere på god og sikker drift hele veien, og det har de sagt de vil gjøre til døren låses, sier prosjektleder Anette Elstad.

Etter 1. april 2017 overføres eierskapet og prosjektledelse/ansvaret til Avinor AS ved Divisjon Drift og infrastruktur som ivaretar avsluttende aktiviteter.

News from Momberger Airport Information - www.mombergerairport.info

Following a competitive tender process, Swedavia has contracted Combitech, part of the defence and security group Saab AB, for the supply of Digital Automated Terminal Information Service System (D-ATIS) and ATIS to Stockholm Arlanda, Stockholm Bromma, Göteborg Landvetter and Malmö Sturup Airports. The contract also includes an option for the supply of D-ATIS and ATIS to four additional airports. The D-ATIS/ATIS systems for the Air Navigation Services (ANS) located at the airports provide the ability to generate ATIS messages simultaneously for datalink transmission alongside high-quality synthetic voice ATIS broadcasts. The provision of ATIS messages via datalink allows pilots with ACARS-equipped aircraft to more rapidly and easily retrieve necessary weather information prior to initial contact with the ATC service. The new D-ATIS/ATIS systems will be integrated with the airports' existing AWOS systems from Combitech. #1041.ATC11

The Latvian and Estonian ANSPs, LGS and EANS, are to jointly develop a remote tower technology solution. The joint commitment was made with the signing of a memorandum of cooperation (MoC) by LGS chairman, Dāvids Tauriņš, and EANS chairman of the board, Tanel Rautits. The agreement features the possible merging of both partners' resources in addition to training in a bid to achieve economies of scale. The agreement provides for the exchange of information and documents, joint research, and other coordination activities including joint analyses. Both partners also will also seek potential European Union funding for the project. The effort will be focused on servicing the needs of small regional airports such as Liepāja and Ventspils in Latvia from a remote centre based at Riga Airport. Estonia's Tartu Airport, which is also being developed into a remote tower prototype, will be subject to further studies before this technology is used to service other regional airports throughout the two countries. #1041.ATC6

A group of industry players has come together to launch a debate about how the efficiency and performance of air traffic management (ATM) could be improved through greater market liberalisation. Founded by the ANSPs of New Zealand, the UK, Ireland and the Czech Republic, and in partnership with CANSO, the ATM Policy Institute will provide research on ATM policy issues and make the case for the benefits of enabling ANSPs to compete with each other for the provision of ATM services. The Institute is chaired by David McMillan, a former director general of Eurocontrol. "Liberalisation revolutionised the airline industry and has been a global success story, driving growth across the world", commented McMillan. "Unfortunately, air traffic management remains largely a national monopoly, without the incentives necessary to drive up performance. We believe that by opening up parts of the ATM industry to greater liberalisation significant benefits could be achieved, including reducing costs and minimising the environmental impact of aviation, all while maintaining or improving on today's safety levels".

While there is currently very limited competition within the ATM industry, in cases where competition has been introduced, the benefits are already evident. For example, in Spain, changes in the provider of Terminal Air Navigation Services (TANS) as a result of a competitive tender are estimated to have resulted in cost savings of around 50%, while in Sweden savings of up to 40% have been reported. “We are looking forward to working with airlines, regulators and other stakeholders, including, importantly the staff of ANSPs,” McMillan noted, adding: “For too long there has been no focal point for the work that is being done on these topics around the world. The benefits to airlines and their passengers of taking advantage of this thinking are clear.”

The Institute has launched a paper titled ‘The case for liberalising Air Traffic Control’ which sets out the benefits of liberalising the ATM industry as well as outlining a vision of what competition in ATM would look like. The paper argues that the ATM industry is currently under-performing, in large part due to the absence of competition to incentivise performance. It argues that competition could generate significant benefits for customers, including creating strong incentives for ANSPs to improve their cost efficiency and operations in order to compete on price, without compromising safety. According to McMillan: “It’s time we looked for new ways to meet the capacity, cost and environmental challenges facing our industry. New thinking is required and we hope we can prompt policy-makers around the world to think differently about how to improve ATM performance and meet the future challenges facing the industry.” #1042.ATC13

Vi minner til slutt om



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