



INFORMASJON FRA ATM NORGE

Nyhetsbrev november 2014

INVITATION

Mastering the future of Air Traffic Management

A conference on the next Edition of the European ATM Master Plan
16 December 2014, Brussels

The SESAR Joint Undertaking and its members are delighted to invite you to a high-level conference to discuss the future of the European ATM Master Plan.

The European ATM Master Plan is the common roadmap for the development and deployment of SESAR technologies and procedures, linking them to the Single European Sky performance objectives. The plan defines the essential operational changes that need to occur in order to achieve the SES performance objectives, and also identifies the related functionalities and actions that operational stakeholders will have to implement at a given time and place.

The conference will discuss the next edition of the Master Plan to be published by the end of 2015, and will specifically address the following points:

- How ATM performance requirements will drive the Master Plan;
- How to take account of users' needs and expectations, including new airspace users such as Remotely Piloted Aircraft Systems (RPAS);
- How can key stakeholders, including military, participate and contribute to the next edition of the Master Plan;
- How to focus priorities on 2020 plus performance needs.

Draft Agenda

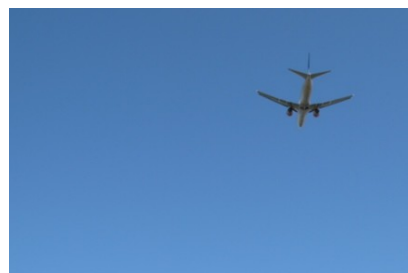
Medlemsmøte i ATM Norge ble avholdt den 13. november.

Møtet fant sted i Flyportens konferansesenter (OSL/Gardermoen). Et av hovedinnslagene på agendaen var presentasjonen av Thor Breien (Indra Navia): "[Norsk ATM Industri i et historisk perspektiv](#)".

Iverksetting av ny luftromsorganisering Vestlandet/Møre den 13.11.2014

Torsdag 13.11. gjennomførte Avinor den største luftromsendringen noensinne i Norge, hvor store deler av Midt- og Vest-Norge fikk nye inn- og utflygingsruter. I forbindelse med innføringen var det ventet forsinkelser ved Værnes, Flesland og Sola lufthavner.

[Les mer her.](#)



ACAMS Remote Control and monitoring solution to New Benazir Butto Int. Airport

ACAMS Remote Control & Monitoring solution will be implemented to monitor the status of several important ATC systems installed at the new Pakistan capital airport, including main Radio Systems, VCCS, Navigational Aids, Generators and UPS's. The ACAMS software is implemented using a modular and flexible architecture, which allows the HMI and interfaces to be tailored to suit the individual customers' requirements. At Benazir Bhutto International Airport, our software is adapted to run on a Linux-platform.



When monitoring key ATC systems a fully redundant solution is important. ACAMS solutions run on a fully dualized hardware solution including dualized main Processing Servers, Data Acquisition Units, management Terminal and Client Workstations. ACAMS will supply the solution through the Spanish GECI Espanola S.A. Installation is expected by end 2014.

[Read more..](#)

Avinor innfører ADS-B basert FIS i luftrom på sokkelen (her er Avinor først i Europa).

Oppgradering til kontrollert luftrom vil skje når alle operatørene flyr med ADS-B transpondere basert på kravstandard ED-102A.

[Les mer her.](#)



News from Momberger Airport Information

Indra has won the contract to implement the airport management systems in the new terminal at Jomo Kenyatta International Airport in Nairobi, Kenya. This project is part of Kenya Airports Authority's (KAA) expansion plan aimed at improving the facilities at the airport. Indra will provide all the systems necessary for optimal operation of the terminal, thereby turning Jomo Kenyatta into one of the most modern airports in the region. This is Kenya's main airport and the busiest airport in Central Africa in terms of passenger traffic. Currently, it is used by around 19,000 passengers per day and about four million per year. The selected solution comprises flight management and resource optimization systems, and its implementation is designed to reduce waiting times. Using the new system, the operator will be able to assign boarding gates, ground-handling services, desks and other resources in an efficient manner. #986.AIT2

Indra has signed a contract worth about EUR 18 million with Brazilian airport infrastructure company Infraero to install 24 radio navigation DVOR/DME stations throughout the country. With these new stations Infraero will expand and modernize the network of equipment supporting air navigation in Brazil. Infraero's investment in improving the air navigation support infrastructure is in line with government plans to modernize air traffic and airport control, and it is aimed at handling the increase in flights seen over the last few years. The equipment to be installed integrates latest generation technology developed by Indra, and already implemented in more than 140 countries.

Meanwhile, Indra has also signed a contract with the Sultanate of Oman's Ministry of Defence to supply the nation's Air Force with an integrated surveillance and air defence system. The company will also provide service support. The contract has been awarded through an international bid in which the leading manufacturers in the world have competed. Indra's system will

integrate its most advanced air surveillance solutions. This radar operates for several air forces throughout the world to full satisfaction and currently handles the surveillance in Europe's NATO south-west flank. As part of this system, Indra will launch an extensive technical/operational training and technology transfer programme that will provide Oman's Air Force with the most up-to-date capabilities and technological resources for maintaining the supplied systems. #986.ATC7

Following an international competitive tender, the U.K.'s NATS has chosen Thales to supply its new Safety Nets Server. The technology will be deployed at Swanwick and Prestwick Air Traffic Control Centres, as well as at NATS' Corporate Technical Centre, and will be integrated into a fully virtualized environment. Based on the Thales TopSky-Safety Nets system, this innovative technology guarantees earlier conflict detection and a lower nuisance alert rate than standard safety nets. It is anticipated that TopSky-Safety Nets will help extend NATS's outstanding safety record.

Thales has also signed a new contract with the Bulgarian Air Traffic Services Authority (BULATSA) for the delivery of one approach radar at Sofia Airport and two en-route radar systems. The en-route radars will consist of co-mounted TRAC2000N L-band primary radar and RSM970S Mode S secondary radar. They will be installed at the Vitosha and Varbitsa sites to improve surveillance coverage across Bulgarian airspace and enhance the integrity and quality of surveillance data for controllers. The choice to replace end-of-life radars with the latest proven Thales systems, including the advanced TRAC2000N, the most powerful L-band transmitter on the market, was made following an international tender. #985.ATC13

Saab, the Virginia SATSLab Inc. (VSATS) and Leesburg Executive Airport, VA, are partnering to demonstrate and evaluate Saab remote tower technologies at the airport. During the summer of 2015, the partnership will demonstrate and evaluate the remote tower system for use at non-tower-equipped airports. The Virginia Department of Aviation is an advisory partner for the project. For the demonstration, the partnership will deploy a number of Saab technologies at the airport including high-definition video cameras, pan-tilt-zoom (PTZ) camera, signal light gun (SLG) and microphones. These will provide data directly to a Remote Tower Centre (RTC) also located at the airport. The RTC will have multiple high-definition displays and two controller working positions with command of voice communications, the cameras and SLG. Data will be collected from the RTC, along with data from a Mobile Air Traffic Control Tower (MATCT) that will be deployed at the same time for safety redundancy and data comparison. FAA-certified Control Tower Operators will staff both the RTC and MATCT. #986.ATC5

Saab and Sweden's LfV have received final operational approval from the Swedish Transport Agency for the remote operation of Örnsköldsvik Airport from Sundsvall, Sweden. This achievement means the world's first airport remotely controlled by Remote Tower Services (RTS) will commence shortly, paving the way for more efficient, safe and cost-effective delivery of air traffic control services. This milestone indicates that all technologies and operational procedures meet key industry and regulatory criteria for providing air traffic control services. This includes the use of Saab sensors and equipment for air traffic services and LfV's existing procedures, enabling a streamlined approval process. "This achievement means we have a system in place that meets all applicable safety regulations," said Niclas Gustavsson, Director Business Development, LfV. "With this final regulatory approval, LfV is now making the last preparations to enable RTS from Sundsvall, ultimately reducing operating costs and increasing the efficiency of operations."

Saab sensors are deployed at Örnsköldsvik Airport that will provide data directly to a Remote Tower Centre (RTC) also located at Sundsvall, 100 km away. The RTC utilizes multiple high-definition displays, various input devices and new air traffic controller tools that provide the same functionality as those already in use at Örnsköldsvik's tower. #988.ATC2

A consortium including Thales U.K. has won a GBP 1.5 billion contract with the U.K. Ministry of Defence (MoD) to provide military air traffic control and management services to the British military at home and overseas. The Aquila consortium, which also involves NATS, has signed a 22-year deal to run the Project Marshall programme. The MoD accelerated the selection of a winning contractor by 12 months to avoid a possible clash with the upcoming general election and a strategic defense and security review in 2015. Changing regulatory requirements and an aging air traffic management infrastructure also played a part in the speedier-than-expected decision. Project Marshall is one of several programmes being rapidly progressed by

the U.K.'s Conservative-led coalition government to avoid entanglement in the 2015 election. Thales U.K. CEO, Victor Chavez, said that schemes similar to Project Marshall could be replicated in other countries. He said that a number of governments were interested in what is a very intelligent approach to delivering air traffic management services. Aquila beat off a rival bid from a Lockheed Martin U.K.-led consortium named Fusion.

Project Marshall will see industry take over air traffic management systems and services at all MoD operated air bases and flying ranges in the U.K. and overseas, including duties in support of expeditionary air operations. Bases in the Falklands, Ascension Island, Gibraltar and Cyprus are included in Aquila's remit. In total, Aquila will provide air traffic management at over 100 MoD locations in the U.K. and overseas, including more than 60 airfields. #988.ATC4

Real-time data sharing between airlines, airports and air traffic control is increasingly helping passengers to arrive on time even though Europe's capacity is at straining point.

The information exchange concept – called Airport Collaborative Decision Making or A-CDM – has now been fully implemented at 15 European airports handling 27.8% of European passenger traffic – equivalent to 480 million passengers a year. Airports such as Munich, Brussels, Paris-Charles de Gaulle and Frankfurt were all early adopters of the process, followed by **Oslo Airport**, Rome-Fiumicino, Berlin-Schönefeld, Madrid-Barajas, Stuttgart, Milan-Malpensa airport – and most recently London Gatwick Airport which has fully implemented A-CDM. A further 12 airports across Europe are currently in the process of implementing A-CDM either locally or fully.

A-CDM allows for real time sharing of operational data and information between the stakeholders using an airport, thus creating common situational awareness. This in turn improves interaction between airport operators, air traffic control and airlines on the ground, allowing for a more optimized use of scarce airport capacity, better punctuality and reduced gaseous emissions. Information is also exchanged between the airport community and Eurocontrol acting as Europe's Network Manager, allowing increased predictability which will be crucial when advanced technologies and procedures are implemented as part of the Single European Sky (SES) effort to overhaul how the region manages its air transport network. #988.ATC10

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