



# INFORMASJON FRA ATM NORGE

Nyhetsbrev april 2017

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## *Nytt fra Avinor AS:*

### **Regjeringens Eiermelding om Avinor: Mer konkurransedyktig og mer effektive lufthavner.**

I Eiermeldingen presenterer Samferdselsdepartementet Avinor sine planer og strategier for årene framover, og for Eierstyringen av selskapet.

I Eiermeldingen er regjeringen tydelig på at den har til hensikt å skille ut Avinor Flysikring fra Avinor: «Regjeringen vil sette i gang en prosess fram mot neste Eiermelding med sikte på å skille ut Avinor Flysikring som eget selskap».

Etter komitebehandling vil Eiermeldingen vil bli behandlet i Stortinget 15.06.2017.

<http://media.avinor.no/pressreleases/regjeringens-eiermelding-om-avinor-mer-konkurransedyktig-og-mer-effektive-lufthavner-1898455>

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### **Avinor tildelt pris fra European Satellite Services Provider (ESSP).**

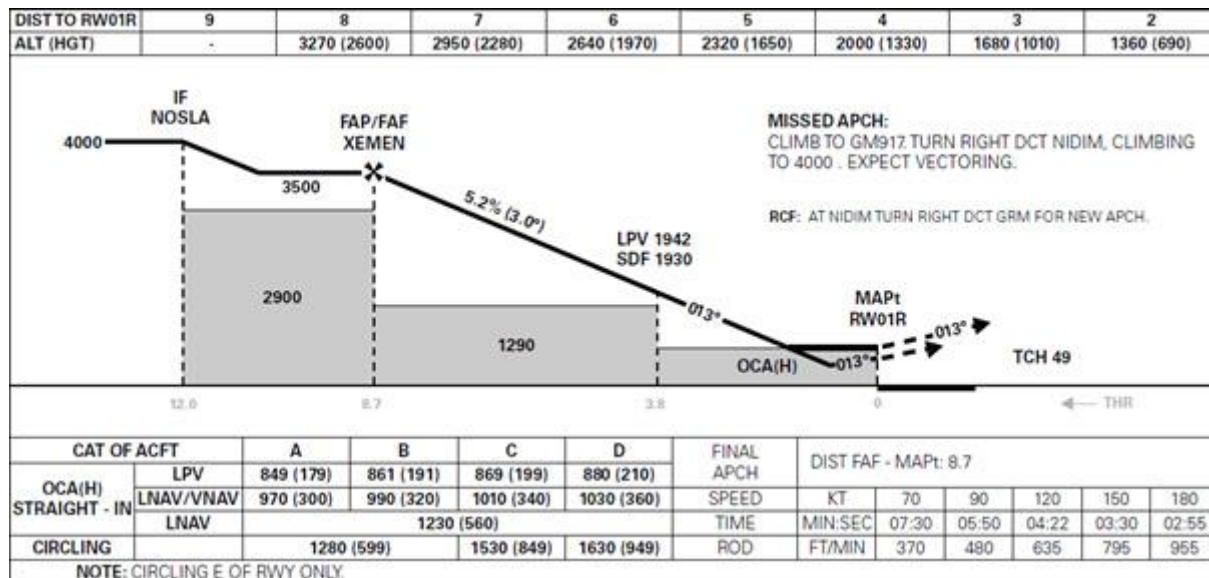
**På årets World ATM Congress i Madrid mottok Avinor ved Anders Kirsebom en pris fra European Satellite Services Provider for å være blant de første landene i Europa som har implementert en LPV-200 prosedyre.**

En LPV-prosedyre (Localizer Performance with Vertical guidance) er en satellittbasert innflygingsprosedyre som benytter seg av GNSS for navigasjon i det horisontale planet, og EGNOS (European Geostationary Navigation Overlay Service) for navigasjon i det vertikale planet. Det unike med LPV-200 er at det er den første typen satellittbaserte innflygingsprosedyre som oppnår tilsvarende presisjon og minima som en tradisjonell ILS-innflyging - uten infrastruktur på bakken.

ESSP drifter EGNOS-systemet som gir det vertikale styringssignalet. Foreløpig er LPV-200 tilgjengelig til ca. 64 grader nord, men ESSP har som langsiktig mål å gjøre signalet tilgjengelig helt opp til 72 grader nord.

Utarbeidelse av LPV-200 prosedyrer i Avinor skjer i samarbeid mellom lufthavnene i Avinor, Avinor Flysikring AS og Prosedyredesignseksjonen i Drift og infrastruktur på hovedkontoret. Gjennom deltagelsen og påvirkningen i ICAO sitt Prosedyredesignpanel (IFPP) har Avinor fått tilgang til gjeldende designkriterier opptil et år før de offisielt trer i kraft. Dette har bidratt til at Oslo lufthavn ble blant de første lufthavnene i Europa som fikk LPV-200 prosedyrer til hver rullebaneende. I tillegg til Oslo lufthavn ble Rørvik lufthavn, Ryum prioritert for å få en LPV-200 prosedyre ettersom lufthavnen ligger helt på kanten av det offisielle dekningsområdet. Rørvik lufthavn ble etter kunngjøringen den nordligste lufthavnen i verden med EGNOS-basert LPV-200 prosedyre og vil bidra til å samle data for kontinuerlig forbedring av algoritmene til EGNOS-satellittene.

Foreløpig er det en meget liten andel av flyselskapene som er utstyrt og sertifisert for å kunne fly de nye prosedyrene, men andelen øker stadig. I flere Europeiske land, deriblant Frankrike, har staten annonsert at inntil 70% av alle konvensjonelle ILS-anlegg skal fases ut i løpet av de nærmeste årene til fordel for LPV-200. Dette vil også bidra til at flere og flere operatører får øyene opp for fordelene med LPV.



*ATM Konferansen i 2016 hadde "Grønn Luftfart" som hovedtema. For å følge opp dette temaet, ønsker vi i nyhetsbrevet å ta inn informasjon som setter fokus på luftfartens miljøavtrykk.*

**Avinor: – Første el-fly i norsk rutetrafikk innen 10 år.**

I Aftenposten den 24.april uttaler Avinor-sjefen Dag Falk-Petersen seg om utviklingen av mer miljøvennlige flytyper, og om forventninger til at de om (relativt) kort tid kan tas i bruk på norske ruter.



Hele artikkelen kan leses [her](#).

**Avinor has confirmed that its air navigation services division will be spun off into an independent company as part of a Norwegian Government initiative.** In a white paper presented to Parliament, Avinor CEO, Dag Falk-Petersen, confirmed the government's commitment, saying: "Avinor Air Navigation is already established as a wholly-owned subsidiary of the group. We are now awaiting a dialogue with the ministry on the way forward. We have laid a good foundation for the establishment of an independent company that can continue the competition in both the Norwegian and international air navigation services markets. In recent years, costs have greatly reduced and we will continue this work in order to meet the competitive challenge."

In the second of two reports commissioned to examine competition in air navigation services, UK consultancy Helios concluded that "while there are many tasks that need to be accomplished to open the Norwegian airport ANS market to competition, none represents an insurmountable barrier to this happening". **The 2016 report for the Norwegian transport ministry pointed out, however, that further separation between the ANS division from Avinor's airports was needed to eliminate any doubt over the fairness of the tender process.** "Although their activities within the Avinor Group are already separately defined, many central functions however are shared and new arrangements for these services will be required," the report stated. Helios said that separation was likely to take more than one year, and that in the meantime more detailed oversight by the economic regulator would be necessary to allow the first competitive tenders to be launched. "In addition, a further degree of separation between the competed and non-competed activities within [Avinor ANS] should be considered to prevent anti-competitive cross-subsidy from the latter to the former," the report concluded. "This can first be achieved by establishing subsidiary companies under a single holding company. The economic regulatory function of the CAA will need to be strengthened." Norway's transport ministry also engaged PricewaterhouseCoopers to estimate the market value of Avinor and its subsidiaries. #1046.ATC1

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**Norway-based GuardREC AS has received an order from video processing company, Thruput Limited, for recording equipment to be used at Glasgow Prestwick International Airport in Scotland.** The complete recording solution will consist of audio, video and radar recording. The guardREC™ ATC recording solution is a flexible and reliable solution, specifically designed for the ATC market to support all relevant requirements and regulations. "To be selected as a part of such an important project in the UK is another confirmation that the guardREC™ solution is getting a strong footprint in the ATC market," said Rolf Parnemann, sales manager at GuardREC AS. #1046.ATC10

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**Using data from LFV, FOI (the Swedish Defence Research Agency) has been able to improve calculations of the environmental impact of aviation.** At the same time, the project has added to the bank of knowledge that could lead to lower fuel consumption and thus a reduction of the climate impact in the future. Together with FOI, the Swedish Transport Agency and LFV have invested research funds to conduct a research project that could improve the model that FOI uses to calculate the quantities of emissions from aircraft. Up until now, calculations of emissions from aircraft in Sweden have assumed the straightest and shortest routes. However, airlines do not usually fly the shortest routes. In this project, FOI has obtained access to the radar tracks from a total of 2,200 domestic flights during a few

weeks in 2016. By studying the radar tracks, FOI has been able to refine its calculation model and bring down the difference between estimated and actual flight paths by about 8%.

“Through including a fuel model in our radar analysis tool, we can help FOI and the Transport Agency to make more precise calculations of emissions from Swedish aircraft. We will also be able to analyse how fuel consumption is affected by changes in airspace and working methods. It creates benefit and value for the airlines, which will also have more data to develop their operations and improve sustainability,” said Patrik Bergviken, air traffic controller at Landvetter airport and participant in the project.

Another area of study is the high-altitude effect - the particular climate impact of emissions that occur at high altitude. In this context, FOI has noted that turboprop aircraft very seldom fly high enough to give rise to high altitude effects. As regards turbojet aircraft, more research is needed to show how often they fly high enough to produce high altitude effects.

#1046.ATC3

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**Saab has been selected by the Civil Aviation Authority of Singapore (CAAS) to deploy its Advanced – Surface Movement Guidance & Control System (A-SMGCS) and latest generation multilateration system at Singapore Changi Airport.** Saab is deploying its Integrated Air Traffic Control Suite (I-ATS) at Changi Airport, providing an upgrade to the existing eight-year-old A-SMGCS system. It will also replace the network of multilateration sensors with its latest generation of high-performance RU7 ground stations. “Our systems are designed to evolve with customers, allowing them to expand coverage and capabilities when the time is right. We believe this new system positions CAAS to maintain exceptional performance for years to come,” said Mike Gerry, head of business unit Air Traffic Management within Saab business area Surveillance.

Saab’s I-ATS will fuse surveillance data from the multilateration sensors and surface movement radars for the location and identification of all aircraft operating on the airport’s surface. This upgrade includes integration with the airfield’s ground lighting control system to provide advanced ‘follow-the-greens’ guidance capabilities. #1046.ATC8

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ATM Norge Sekretariatet Torolv Grevle www.atm-norway.no	<a href="mailto:tgrevle@getmail.no">tgrevle@getmail.no</a> Mob: (+47) 40 43 68 67
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