INFORMASJON FRA ATM NORGE

Nyhetsbrev juni 2017

Redaksjonen beklager at mai-utgaven av nyhetsbrevet fra ATM Norge dessverre måtte utgå.

ATM Konferansen 2017:

Denne årlige konferansen arrangeres i samarbeid mellom ATM Norge og NHO Luftfart. Temaet for årets konferanse var «Impact of Single European Sky (SES) on ATM» og ble i år avholdt den 30.mai med over 70 deltagere fra Norge, Sverige, Frankrike og Storbritannia.

Program og presentasjoner er tilgjengelig på ATM Norges hjemmesider
www.atm-norway.no. (Se Presentasjoner).

Innledningsforedraget ble holdt av Paul Bosman, Head of ATM Strategy Division, EUROCONTROL

Nytt fra Avinor AS:

NY RAMMEAVTALE FOR UNDERVEISTJENESTEN

Avinor Flysikring signerte 7. juni 2017 rammeavtale for de fremtidige leveransene i forbindelse med innføring av nytt ATM-system for underveistjenesten.
Den første kontrakten innebærer leveranse av opplæringstjenester og bistand med systemdetaljering.
- Denne første kontrakten er et viktig steg fram mot full utrulling av nytt ATM-system innen midten 2022, sier administrerende direktør i Avinor Flysikring, Anders Kirsebom.

Les mer i felles pressemelding:
https://www.mynewsdesk.com/uk/avinor/pressreleases/avinor-air-navigation-services-in-norway-signs-first-contract-with-indra-within-the-itec-alliance-2007770

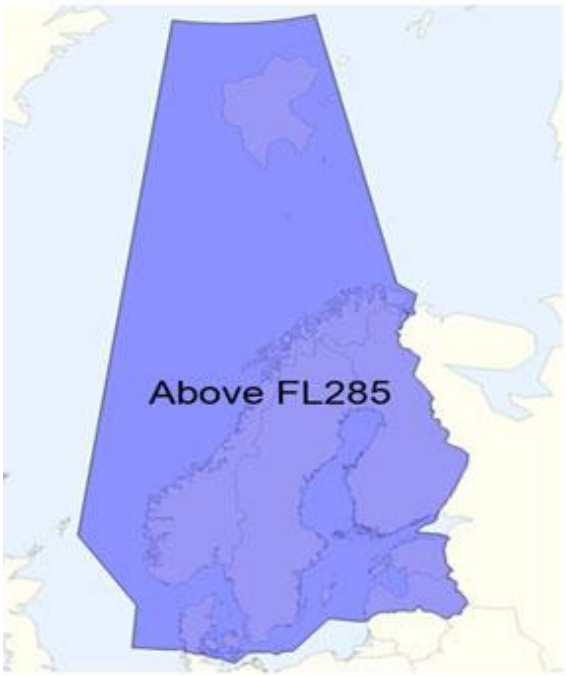
VELLYKKET INNFØRING AV CROSS BORDER FREE ROUTE AIRSPACE

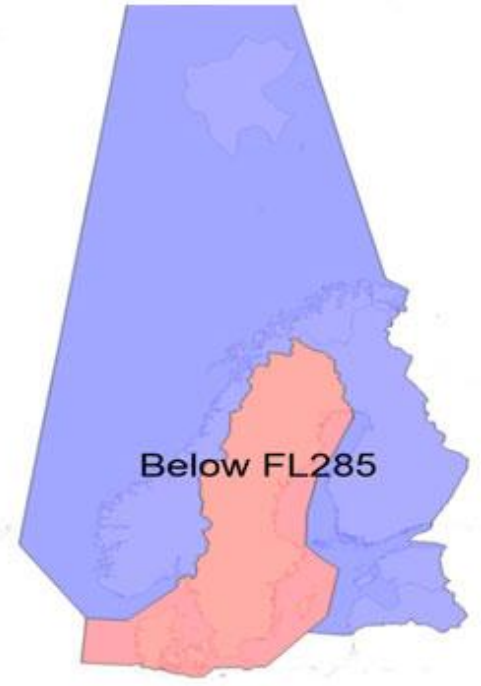
25. mai 2017 implementerte Avinor og andre selskaper i NEFAB-samarbeidet cross border free route airspace, på tvers av seks landegrenser og to luftromsblokker.
Dette betyr at vi som eneste område i verden har innført fullstendig Free Route Airspace på tvers av 6 landegrenser og 2 luftromsblokker (NEFAB og DK/SE FAB). Innføringen kommer flyselskapene til gode, som nå kan fly de mest effektive rutene gjennom vårt luftrom, sier direktør for Underveistjenesten i Avinor Flysikring, Jan-Gunnar Pedersen.

Dette flernasjonale løftet har blitt gjennomført med fantastisk innsats på tvers av flere miljøer i Avinor Flysikring. Gratulerer så mye til hele organisasjonen, og spesiell takk for innsatsen til de som har jobbet hardt med dette, sier Pedersen.

Det har vært gjennomført en omfattende utvikling de siste årene for å kunne innføre luftromsendringene som ble iverksatt 25. mai. Hos Avinor har NATCON-systemet blitt oppgradert, og tilsvarende endringer er gjort hos de andre flysikringsselskapene i NEFAB. Felles flight planning prosedyrer er etablert, og felles trening av operativt personell har blitt gjennomført.

Med Free Route Airspace kan luftromsbrukerne legge opp til kortere og mer effektive ruter gjennom vårt luftrom, uten å måtte fly innom ulike waypoints på veien. Flyselskapene kan dermed planlegge de mest effektive rutene basert på distanse, tid, enhetskostnader og vind.
Les mer på NEFABs nettside, https://www.nefab.eu/news/view/68





Nytt fra Indra:

INDRA INTRODUCES MIXED REALITY AND MICROSOFT HOLOLENS IN AIR TRAFFIC MANAGEMENT TO DESIGN MORE EFFICIENT ROUTES

Madrid, 12 June, 2017. Indra drives augmented reality in air navigation with its development of a pioneer solution based on the Microsoft HoloLens to improve the design of air routes, reducing fuel consumption, CO2 emissions and airline costs, while at the same time contributing to minimizing sound pollution in urban areas near airports.

As a first case of possible use of this technology, Indra chose a real project: the construction of the third runway at London's Heathrow Airport. The goal was to develop a tool that would facilitate the analysis of the aircrafts' final approach to achieve ongoing landings and takeoffs that would limit fuel consumption and disturbances for nearby populations. To guarantee precise calculations, Indra used real data provided by Eurocontrol, the European Organization for the Safety of Air Navigation.

The solution takes advantage of the possibilities offered by mixed reality, combining both real and virtual worlds, enabling their real-time interaction. When wearing the Microsoft HoloLens, the user sees the takeoffs and landings of aircraft at the future Heathrow runway. The holographic images are directly projected onto the physical space at which the user is positioned.

The Indra solution will also enable the 3D graphic representation of the path the aircraft follows, and presents the user data tags on the route, identifying the aircraft, speed, height, etc. As the plane approaches, the noise of the engines increases and the user may view a volumetric representation of the environmental noise pollution generated in the area.

The user may move and approach the aircraft to see it in greater detail. When shifting one's view, the user sees the airport's runways and nearby urban areas. The system allows for interacting with the virtual world and modifying, for example, an aircraft's path to study alternative routes. Through voice commands, a user request the system to zoom, project another path, or display a different aircraft.

News from Momberger Airport Information - www.mombergerairport.info

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Med fare for å virke for Trump-fokusert, velger vi allikevel å ta med følgende nyhet.

On 5 June 2017, the Trump administration announced its Air Traffic Control Reform Initiative, formally setting in place a plan to remove US air traffic control (ATC) from FAA oversight and replacing it with a non-profit, independent entity.
Describing the present-day US ATC system as “ancient, broken, antiquated and horrible, [a] system that doesn’t work,” Trump announced that bidding for “one great company that can piece it all together” was underway. “At its core, our new plan will dramatically improve America’s [ATC] system by turning it over to a self-financing, non-profit organisation. This new entity will not need taxpayer money. Under this new plan, the FAA will focus firmly on what it does best - safety,” Trump said.

Trump indicated that his administration had studied independent ATC systems in other countries, which he said he would not name. “Dozens of countries have already made similar changes, with terrific results,” Trump said. “Canada, as an example, modernised their ATC to a non-government organisation about 20 years ago, and they have cut costs significantly, adopted cutting-edge technology, and handled 50% more traffic.” US Secretary of Transportation, Elaine Chao, said that the administration had consulted with a “wide range of stakeholders” in the US aviation system including passenger advocates, pilots, air traffic controllers, aviation experts, and airport managers. “This new entity will be a non-profit co-op organization where all surpluses will be flowed back, to be reinvested, in the system,” Chao said. “Over 60 countries are operating their airspace safely with similar structures, where the air traffic control system is an independent entity, free from the restraints of government procurement regulations.” #1050.ATC1

A SmartPath aircraft landing system from Honeywell Aerospace has been activated at Melbourne Airport in Australia.
The SmartPath Ground Based Augmentation System (GBAS) is a precision approach and landing system allowing suitably equipped aircraft to land in low visibility conditions. Airservices Australia executive general manager, Stephen Angus, said that the implementation of SmartPath at Melbourne Airport was part of Airservices’ continuing focus on technology and performance. SmartPath was first installed at Sydney Airport in 2014. “The integration of SmartPath both at Sydney and Melbourne airports highlights Airservices commitment to embracing Global Navigational Satellite Systems (GNSS) technology which delivers higher performance services to our customers,” Angus said. Melbourne Airport chief, Simon Gandy, said he welcomed the move towards more effective and reliable forms of aircraft navigation utilising satellite-based technology. “GBAS can provide a more resilient system for all runway approaches at Melbourne Airport, providing airlines and air travellers an enhanced level of service particularly when the airport is experiencing poor weather conditions,” Gandy said. The benefits of GBAS at other locations have included more efficient descent and landings as well as less flight disruptions and improved airport capacity from accurately guided, simultaneous operations. #1050.ATC3

The Irish Aviation Authority (IAA) has launched a new electronic flight strips (E-STRIPs) system at the air traffic control (ATC) tower at Dublin Airport, Ireland.
Delivered by aerospace and defence company Saab, the new technology is an advanced electronic flight progress strip system designed for replacing paper strips in a control tower and approach environments. E-STRIPs will enable the IAA and Dublin ATC to manage airborne and surface air traffic in an enhanced and efficient manner with improved safety features. The Saab system involves several other benefits, such as automation of aircraft flight strip processing, integration of a recording and playback function for flight strip interaction, and the introduction of Collaborative Decision Making (CDM) at Dublin Airport. In addition, E-STRIPs help to enhance the efficiency and safety of tower operations by programming strict business rules and additional safety nets. IAA Air Traffic Management (ATM) Operations and Strategy director, Peter Kearney, said: “The E-STRIPs system features automated safety nets strengthening the safety of airport surface operations. The system also reduces controller workload as controller inputs are minimised through one-click actions.” #1049.ATC6

The north European Free Route Airspace programme, NEFRA, celebrated its successful completion on 25 May 2017. The programme was launched in 2013 when six North European countries pledged to establish seamless cross-border, free-route operations between Danish/Swedish and North European functional airspace blocks (FABs). The ambitious plans

have now become reality through a series of operational and technical enhancements allowing operators to plan and fly the most efficient trajectories above FL285 irrespective of FAB borders. NEFRA's final milestone was successfully accomplished on 25 May by connecting the Free Route Airspace (FRA) in Norway with the seamless FRA area already available across Denmark, Estonia, Finland, Latvia, and Sweden.
The NEFRA programme has been a cooperative effort by technical and operational experts from six ANSPs – Avinor, EANS, Finavia (now ANS Finland), LGS, LFV, and Naviair. The activity has required a number of upgrades of ATM functionalities enabling cross border FRA operations, and has required common flight planning procedures and training of air traffic controllers. Anders Andersson, chairman of NEFRA implementation managers group, said: "The project has been a joint effort in support of a common goal. The key to our success has been a crystal-clear commitment to the project from all six air navigation service providers, states, and regulators, together with a very well-balanced mixture of expertise among the local implementation managers driving the project throughout the implementation."
The NEFRA initiative is a stepping stone to multi-state and multi-FAB Free Route Airspace pursued by nine ANSPs in the Borealis Alliance. In a few years, the Borealis Free Route Airspace programme will see FRA implemented across nine states in Northern Europe through building interfaces to connect the NEFRA area further with UK-Ireland FAB and Iceland. This will further extend the freedom of flight planning in the North European airspace, catering for less fragmented and more efficient ATM in Europe. #1050.ATC4

Adacel has been awarded a new contract by the Norwegian ANSP, Avinor, to modernise the air traffic management (ATM) system used for managing air traffic in the Bodø Oceanic Flight Information Region (OFIR). Since April 2015, the Bodø Oceanic ATM System (BOAS) has been operational and is successfully managing the surging air traffic in the Bodø OFIR. The BOAS also provides enhanced service to airspace users and offers interaction with adjacent ANSPs. The OFIR ATM system upgrade will enable the use of ATM surveillance tracker and server (ARTAS) surveillance data by air traffic controllers. ARTAS merges data based on all available surveillance sources to highlight the most probable and correct aircraft position, while informing the air traffic controller of the reliability of that position.
BOAS is a development of Adacel's Aurora ATM system employed to control traffic across the oceanic airspaces, which are controlled by Fiji, French Guyana, Iceland, New Zealand, Portugal, and the US.
The scalable Linux-based system helps address all operational requirements and features functionality including 4D profile protection, automated conflict detection, monitoring and control by exception, separation based on individual aircraft performance and equipage, dynamic airspace allocation, controller pilot data link communications (CPDLC), and automatic dependent surveillance contract and broadcast (ADS-C and ADS-B). Aurora systems also supports approach and tower control. #1048.ATC2

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