



INFORMASJON FRA ATM NORGE

Nyhetsbrev september 2017

Vi har lite nytt å melde fra ATM Norges medlemsbedrifter denne måneden. Denne utgaven er derfor mest preget av internasjonale begivenheter. Vi utfordrer derfor våre medlemsbedrifter til å komme sterkere tilbake i vår oktober utgave.

Nytt fra Janes Airport Review:

Interessen for remote tower prosjekter har bredt om seg, og det er ikke bare i Skandinavia utviklingen skjer raskt. Flere og flere leverandører melder seg på i konkurransen og prosjekter starter nå i mange verdensdeler, som vi ser eksempler på i andre artikler i dette nyhetsbrevet. I en artikkel september utgaven av Janes Airport Review har vi sakset følgende artikkel:

Searidge wins Colorado remote tower project

The Federal Aviation Administration (FAA) in late July 2017 selected Searidge Technologies to install, test, and certify a remote tower system at Northern Colorado Regional Airport, about 50 n miles from Denver International.

Searidge is due to install its intelligent video surveillance solution later in 2017, with passive testing expected to begin in 2018 followed by initial operating capability in 2019. The project is the result of close collaboration between the FAA, Northern Colorado Regional Airport, and the Colorado Division of Aeronautics – the source of USD8.8 million in project funding.

The airport, which handles more than 100,000 movements annually, was chosen as the test facility based on several factors, including the wide mix of aircraft types and the availability of primary and secondary radar data.

The project aims to integrate both video and track-based surveillance to provide a comprehensive view of the airport surface and Class D airspace to air traffic controllers working in a remote facility. The Colorado Department of Transportation believes this will demonstrate lower construction, operational, and staffing costs compared with a traditional control tower.

Hele artikkelen kan leses [her](#) (krever innlogging).

I samme utgave inviteres bedrifter til å bli med å konkurrere om Jane's ATC Award for 2018. En detaljert beskrivelse av konkurransereglene er gjengitt nedenfor.

Dersom våre medlemsbedrifter føler seg kvalifisert og ønsker å delta, er det bare å gi beskjed til sekretariatet, så skal vi sørge for nominasjon. Fristen utløper 8. desember! Hvem tar utfordringen?

Nominations window opens for Jane's ATC Awards 2018

Jane's invites readers to submit nominations for the next edition of our ATC Awards, held each year since 2001.

At a time of increasing air traffic, it is more important than ever to highlight work to improve safety, capacity, efficiency, and environmental performance – so we are delighted to offer you the opportunity to nominate innovative, field-proven technologies and projects.

You can nominate your own organisation/company or a third party. Nominations are limited to one per organisation, although you can be named as a partner in other entries. The deadline for nominations is 8 December 2017. A panel of experts from IATA, ICAO, IFATCA, SESAR JU, FAA, ECTL, and IHS Markit will assess the entries before shortlisting them into the six categories. Jane's will reveal the shortlisted nominations in January, before the winners are announced on 6 March 2018 during the World ATM Congress in Madrid. Email events@ihs.com to request a nomination form or enquire for more information about the ATC Awards. Completed forms can be sent to events@ihs.com or posted to Jane's Airport Review, 163 Brighton Road, Coulsdon, Surrey, CR5 2YH, United Kingdom. We will also send out regular reminders on Twitter, so remember to join the Jane's Airport feed [@IHS4Airport](https://twitter.com/IHS4Airport).

ATC Awards 2018: the criteria

As a guide, the judges award points for the following:

- An improvement in safety, capacity, and efficiency that is quantified
- A customer assessment of the performance of a product or service
- A new concept that delivers measurable benefit
- Activity which goes beyond the scope of normal operations by an organisation or individual
- Collaborative activity that results in cost savings, sharing best practice, and improving safety
- Innovation in any area of ATC
- Enabling Technology: for contributions to enhanced capacity and safety
- Environment: to recognise work on green ATM concepts
- Industry: reflecting a significant contribution by equipment suppliers
- Service Provision: for contributions to safe and efficient airspace management
- Runway: for safety and efficiency on the runway and final approach
- Technology: for small enterprises that have raised ATM performance

Se artikkelen [her](#) (krever innlogging).

ATM Konferansen hadde i 2016 "Grønn Luftfart" som hovedtema. Vi vil følge opp dette med å ta inn informasjon som setter fokus på luftfartens miljøavtrykk.

«Clean Sky» er det største europeiske forskningsprogrammet som utvikler ny, banebrytende teknologi for å redusere CO₂, gassutslipp og støynivåer produsert av fly. Finansiert av EUs Horizon 2020-programmet, skal «Clean Sky» bidra til å styrke samarbeidet og konkurransevnen innen europeisk flyindustri.

Eksempler på noe av utviklingen som skjer innenfor airframes, aerodynamikk og motorer gis det eksempler på i følgende [video](#).

Mer informasjon om «Clean Sky» kan dere lese [her](#).

News from Momberger Airport Information - www.mombergerairport.info

Organisations from the Norwegian aviation industry joined forces to look into what must be done to reduce greenhouse gas emissions.

At the moment, fleet renewal and investments in new technology would make the biggest contributions towards reducing environmental emissions. To reduce emissions even further, sustainable biofuels will have to replace today's fossil-based fuel. A new report from Rambøll now shows that 30% (or 400 million l) of all aviation fuel used at Avinor's airports could be sustainable by 2030. This fuel would be created from forestry waste and pulpwood from Norwegian forests. At the moment, very little sustainable biofuel is produced on a global scale and the small amount available is not priced competitively. This means that achieving the target of a 30% blend, and the corresponding cut in emissions, would only be possible with the help of public funding. "The authorities and politicians will have to facilitate large-scale investment in the commercial production of biofuel in Norway, with financial incentives that work. The environmental charges currently paid by the airlines would have to be used for activities that benefit the climate. This would allow us to create a commercial market for the production of biofuel for aviation as quickly as possible. The sustainable biofuel would also have to go to those sectors of the aviation industry which currently have no other technological alternatives", said Torbjørn Lothe, Director General of the Federation of Norwegian Aviation Industry.

The Rambøll report outlines two detailed models that could finance the production of sustainable biofuel for aircraft in Norway. This is how the first would work: airlines continue to pay the same charges as they do now; that money goes into a fund; airlines subscribe to the fund; the fund pays the additional costs required to blend the biofuel into the mix; and producers sell through contracts signed with the airlines.

An alternative model is for a similar fund to be responsible for drawing up purchase agreements for biofuel on behalf of the airlines. The fund could initiate a tender process and invite bids to supply a given number of litres of fuel for a specified period. The fund would achieve economies of scale and better contracts than if the airlines worked independently. "The fund system could help the Norwegian aviation industry to reduce greenhouse gas emissions by 30% by 2030. It would also have a knock-on effect in terms of emissions trading allowances, and would achieve reductions in other sectors. We have outlined the options, and now it is up to the authorities and politicians to turn the aviation industry's green initiative into reality", said Lothe. #1055.CON11

India is considering setting up remote ATC towers to cut costs and overcome labour shortages, according to government sources. Remote monitoring allows traditional concrete control towers to be replaced with dozens of high-resolution, infra-red cameras around runways that feed live images to screens in buildings far from the airport. The technology, used in countries including Australia, Canada, Ireland, and Sweden, enables flights at multiple airports to be monitored from one location, reducing the need for air traffic controllers and physical towers at every airport. The Airports Authority of India (AAI) has initiated a study on remote monitoring of flights, with a recommendation expected in September 2017, one of the sources said. A decision to proceed could be a boost to companies like Sweden's Saab and Canada-based Searidge Technologies that are in talks with the airport regulator to bring the technology to India. "India is one of the biggest opportunities in terms of the business potential," said Varun Singh, marketing director at Saab India, adding that it has held several

discussions with the airport regulator. Searidge, which has set up remote digital towers in Hungary, Albania and Azerbaijan, said it has also presented its technology to the airport regulator. The plan is dependent on approval from India's Directorate General of Civil Aviation (DGCA) because remote tower technology is not standardised ICAO, which is still drawing up regulations. In the meantime, countries follow their own safety guidelines. "Remote ATC is all the more needed for India given our vast area, low traffic at regional airports and the need to keep airfares low," said Amber Dubey, India head of aerospace and defence at consultancy KPMG. #1056.ATC5

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