



INFORMASJON FRA ATM NORGE

Nyhetsbrev februar 2018

Vi minner igjen om den årlige
ATM Konferansen
Oslo, 29. Mai 2018
Hold av dagen!

Nytt fra Jotron AS:

Vi har mottatt en pressemelding fra Jotron hvor de informerer om at firmaet inngått kontrakt på leveranse av hva de antar å være verdens største «ATM recording system». Videre skriver de:

Jotron AS, a leading manufacturer of professional communication systems for land, sea and air safety, has signed a contract with NATS to supply a ATM recording system with the capacity to handle more than 11.000 audio streams, one thousand 4k*2k monitors, over 1.500 other monitors, 150 surveillance/data streams, and several thousand meta data channels.

6 February 2018

The system will provide the NATS En-Route Centres at Swanwick and Prestwick with the capability to synchronise the recording of all voice, surveillance and screen sources using IP, and the replay of multiple data sources in perfect synchronisation only a few seconds after real-time recording. With deployment in a totally virtualised environment provided by, and in co-operation with NATS, the stringent safety and security requirements are well-suited to the IP-based and Java-free Ricochet recording system.

“This might be the end of the era when call-centre/compliance recorders are considered as suitable ATC products”, says Øivind Ramde the man who initially designed and implemented the original Ricochet recording concept just before the beginning of this century. “Ricochet was designed and made for ATC applications only, and the Jotron development team has transformed it into the unique system that it is today. It is probably the only system in the world that could provide a solution for the new and efficient all IP-based environment NATS provide”.

Tim Bullock, NATS Director, Supply Chain said: “This contract builds on the success of existing contracts between NATS and Jotron. The delivery of a synchronised record and replay system for multiple systems, across all of our en route control centres, is another key step in NATS’ transformation programme. The Ricochet product is specifically designed for

ATM and is ideally suited to the totally virtualised environment we are building to deploy SESAR concepts.”

After acquiring Ricochet in the summer of 2012, Jotron committed to the ATC recording market by investing in the development of the Ricochet system. After the success in Project Marshall with NATS, Jotron has strived to improve the Ricochet product further, to ensure it remains at the forefront of the World ATM recording market. This latest contract demonstrates the close working relationship between NATS and Jotron and the confidence in the Ricochet recording and replay system.

For more information, please contact Øivind Ramde, Jotron AS - tel: +47 3313 9700 or Tony Parker, Jotron UK Ltd. - tel. +44 (0) 1670 712000

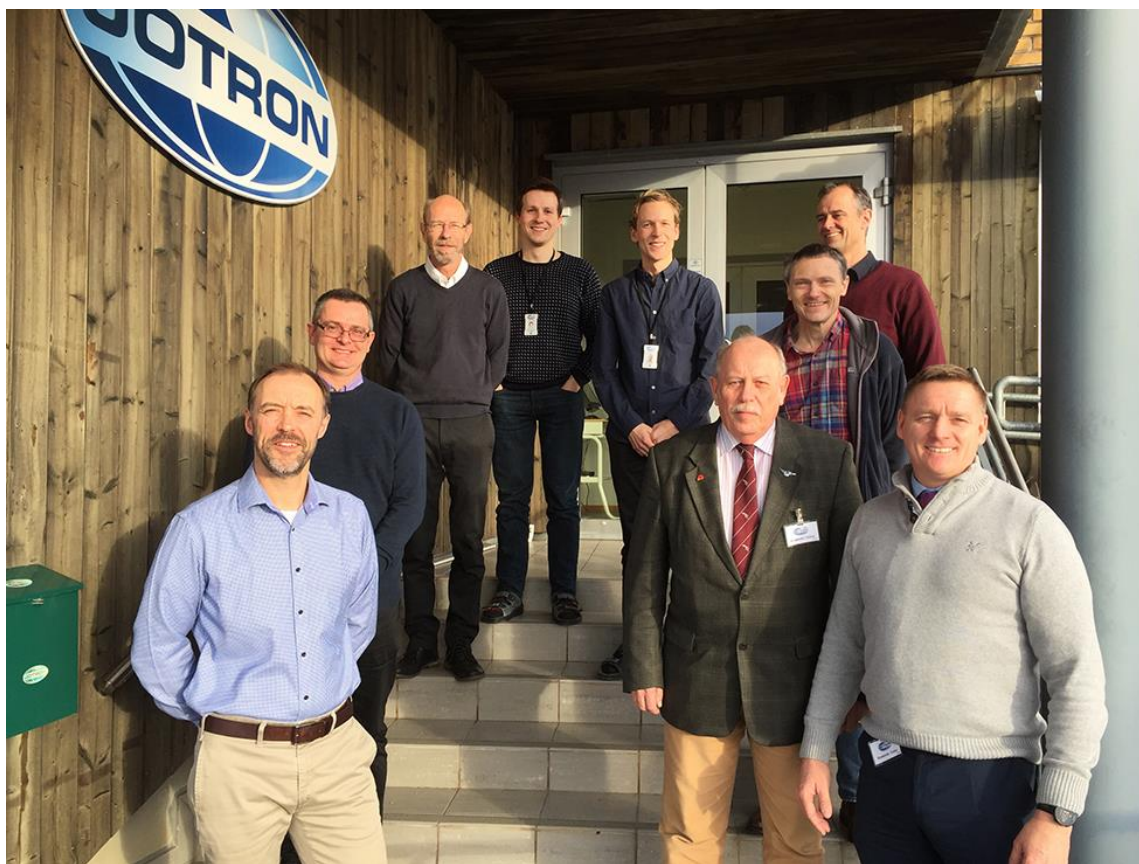


Photo: Representatives from NATS and Jotron at Jotron’s head office in Larvik, Norway.

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.



I Mars utgaven av Jane’s Airport Review henter vi følgende:

**Pioneers strengthen case for alternative fuels
Technical feasibility barriers have been surmounted,
and biofuels are showing their worth to airlines and
airports.**

Copenhagen 07/02/2018.

The rise of biofuels for aviation, as viable complements or alternatives to fossil fuels, is the result of a decade long effort. Stakeholders in the airline and energy industry around the world have studied and proved the long-term viability and profitability of the enterprise.

Today, aircraft regularly use a blend of biofuel and fossil fuel that benefits airlines and the environment – and airports are active in the supply chain. In January 2016, Oslo Gardermoen Airport in Norway became the first in the world to deliver Air BP Biojet fuel via its main fuel hydrant system. It was introduced as a drop-in fuel and required no special handling or segregated storage infrastructure. This was the first occasion when aviation biofuel was delivered via a conventional supply method. David Gilmour, then CEO of Air BP, said he expected the use of existing physical infrastructure to deliver biofuel “will increase interest and demand, as well as contributing to a sustainable biofuel future for the aviation sector”. At Oslo, the Biojet blend (48% biofuel/ 52% fossil fuel) is supplied by Air BP in co-operation with SkyNRG, in a programme sponsored by airport operator Avinor. It is supported by three airlines – KLM, Lufthansa, and SAS – which are committed to buying the jet biofuel supply. The fuel was produced by Finland-based Neste, using Camelina grown and converted to Camelina oil in Spain. Air BP assisted its airline customers who chose jet biofuel to seek corresponding exemption or offsets from the European Union Emissions Trading System (EU ETS), which can represent a significant tax savings. Norway also helped encourage adoption of the fuel by airlines by making a provision in the 2016 budget that flights using 25% jet biofuel would get a 25% in airport landing fees. ENVIRONMENT Oslo Gardermoen was the first airport in the world to supply jet biofuel (Air BP Biojet) via the main hydrant. Air BP: 1718694 In August 2017, the Air BP biofuel programme was extended to Bergen Airport to coincide with the opening of a new terminal. At the time, Avinor CEO Dag Falk-Petersen mentioned that jet biofuel could be produced in Norway. “A report from Rambøll shows that it is possible to achieve a 30% reduction in greenhouse gas emissions using Norwegian sustainable biofuel obtained through biomass from forestry. This would also help create new businesses and jobs in Norway,” he said. Multiple options Lakeman explained that a host of alternative biomass products can yield positive results because they produce a subset of the types of molecules found in fossil fuel. There are maximum blend percentages, relative to the molecules yielded from the biomass and those from fossil fuel required to power the jet. “There are some biofuel pathways that can produce a 100% biofuel but that’s not widespread,” he noted. However, even blended fuels have notable benefits that not only reduce the environmental impact of aviation, but also may help keep aircraft in good flying condition for longer. “They have no negative impact and most of them have a positive impact. They are cleaner burning fuels with less soot and particulate emissions,” Lakeman said. “There are early stage indications that there is a potential for lower maintenance requirements, because of the fewer impurities and cleaner burn. “We are also seeing some early data showing that with some of these fuels, with fewer impurities and a higher energy density, there may in certain niches, like long haul, be a benefit of lower fuel consumption. It would be a 1–2 % saving, but that is a significant amount for an airline.”



Oslo Gardermoen was the first airport in the world to supply jet biofuel (Air BP Biojet) via the main hydrant. Air BP: 1718694

Hele artikkelen kan leses [her](#).

Nytt fra Janes Airport Review:

Det blir stadig tryggere å fly.

Air transport had its best year for safety in 2017, says Aviation Safety Network Ben Vogel London 03/01/2018 Last year was the safest ever for the air transport industry, according to annual statistics issued on 1 January 2018 by the Aviation Safety Network (ASN). There were 14 accidents involving passenger and cargo aircraft in 2017, 10 of which resulted in 44 onboard deaths and 35 ground fatalities. ASN figures show that this beat the previous record, set in 2015 with 16 accidents and 560 deaths (including pilot suicides, hijackings, and sabotage). In two more records, on 31 December 2017 ASN noted 398 consecutive days without a passenger airliner accident, and 792 days since the last major accident claiming more than 100 lives. No major hull losses were reported last year. ASN logged just three fatal accidents in the busy North American and Asian regions, and one in Europe. The other accidents took place in Africa (two) and Central America (one). ASN is supported by the Flight Safety Foundation. Its Accident Database contains detailed descriptions of more than 20,000 incidents, accidents, and hijackings. ASN President Harro Ranter noted that the “average number of airliner accidents has shown a steady and persistent decline” since 1997, amid concerted efforts by the aviation industry, manufacturers, and regulators to improve safety. Five of the fatal accidents in 2017 involved cargo flights and five involved passenger flights. Set against predicted worldwide air traffic for 2017 of about 36.8 million flights, this equates to one fatal passenger flight per 7.36 million. Only one of the 10 aircraft was operated by an airline on the EU blacklist.



JAR March 2018

News from Momberger Airport Information - www.mombergerairport.info

Norway-headquartered Jotron AS has signed a contract with the UK's NATS to supply a ATM recording system with the capacity to handle more than 11,000 audio streams, one thousand 4k*2k monitors, more than 1,500 other monitors, 150 surveillance/data streams, and several thousand meta data channels. The complete system will provide the NATS en-route Centres at Swanwick and Prestwick with the capability to synchronise the recording of all voice, surveillance and screen sources using IP, and the replay of multiple data sources in perfect synchronisation only a few seconds after real-time recording. With deployment in a totally virtualised environment provided by, and in cooperation with NATS, the stringent safety and security requirements are well-suited to the IP-based and Java-free Ricochet recording system. Ricochet was designed and made for ATC applications only, and the Jotron development team has transformed it into the unique system that it is today. It is probably the only system in the world that could provide a solution for the new and efficient all IP-based environment NATS provide, according to Jotron.

Tim Bullock, NATS director of supply chain said: “This contract builds on the success of existing contracts between NATS and Jotron. The delivery of a synchronised record and replay system for multiple systems, across all of our en route control centres, is another key step in NATS’ transformation programme. The Ricochet product is specifically designed for ATM and is ideally suited to the totally virtualised environment we are building to deploy SESAR concepts.” #1067.ATC5

World ATM Congress and the FABEC air navigation service providers have signed an agreement to create a new forum called FABEC OPS Theatre to take place during the World ATM Congress 2018 which takes place in Madrid, Spain from 6 to 8 March. The objective is to enrich the world’s leading air traffic management (ATM) forum with a new platform that focuses specifically on operational topics. For the upcoming event, operational experts will discuss key topics such as traffic volatility, the impact of adverse weather, new developments in flow management, and cross-border free route airspace. Johan Decuyper, CEO of Belgocontrol, said: “Every year, the World ATM Congress is a highlight on the ATM calendar. FABEC gladly contributes to this event not only by participating but also by taking new initiatives. We therefore launch an interactive platform at this year’s edition. At the FABEC OPS Theatre, all kinds of ATM operational topics will be discussed by experts in their domain so as they and all guests attending the platform can exchange experiences and learn from each other.” Peter Dumont, CEO of the Air Traffic Control Association (ATCA) said: “The FABEC OPS Theatre in the Exhibition Hall at World ATM Congress 2018 is a natural partnership. Operations professionals from around the globe will use this forum to discuss ideas and solutions that will shape the future of ATM operations. Organisations large and small will have the opportunity to learn from each other and continue to have their voices and expertise heard as ATM modernisation continues.” #1067.ATC11

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