



INFORMASJON FRA ATM NORGE

Nyhetsbrev desember 2014

Nytt fra SINTEF:

NATMIG (North European ATM Industry Group) har blitt godkjent som "Candidate Member" av SESAR 2020. SESAR står for Single European Sky ATM Research programme og SESAR 2020 er andre fase av dette programmet. Første fase av SESAR gikk fra 2008 og avsluttes i 2016. I første fase har NATMIG snart hatt oppdrag for 40 millioner Euro, inkludert egenfinansiering. Aktive eiere av NATMIG har så langt vært Saab AB (Sverige), Airtel ANS (Irland), Indra Navia og SINTEF. SESAR 2020 følger stort sett reglene for Horizon 2020, og arbeidet vil i hovedsak gå fra 2015 til ca. 2020. NATMIG fikk godkjent sin Expression of Interest i november, og vil nå gå inn i en fase med forhandlinger og programutvikling før en eventuell kontrakt signeres i løpet av 2015. Det er forventet oppstart av de første prosjektene i siste halvdel av 2015.

Nytt fra Indra Navia AS:

Skyguide, the Swiss Air Navigation Service Provider, has successfully completed the commissioning flight inspection of the world's first NORMARC Ultra-Wide Instrument Landing System (ILS) Localizer to CAT III standards. The 75-meter wide localizer is installed at Zurich's main landing runway 14.



“As a result of increased traffic at Zurich Airport, we continuously face pressures to improve runway efficiency. Our strong collaboration with the project team at Indra Navia will help us get maximum usage out of our infrastructure without compromising the safety of passengers. We are excited to see the benefits that result from putting this new 32-Element NORMARC into operational use,” says Hervé Demule, Project Manager at skyguide.

This latest member of the NORMARC ILS family provides an estimated possible gain of 10%-20% in runway efficiency, potentially improving the airport's profitability. The NORMARC Ultra-Wide Localizer's narrow sensitive area allows ILS CAT III holding points and large aircraft movements (such as the Airbus A380) to be moved closer to the runway in CAT III operations.

Nytt fra ACAMS AS:

ACAMS has moved its headquarter location.



ACAMS' headquarter returns to its earlier location south of downtown Oslo (Skullerud). ACAMS looks forward to welcoming you to our new locations from December 8th.

Visiting address:

Olaf Helsets vei 6
Vekstsenteret, Skullerud

Postal address:

P.O. Box 150 Oppsal
NO-0619 Oslo
Norway

Telephone numbers remain the same.

[Read more...](#)

ACAMS has successfully completed the FAT for expansion of the "ALCMS" system at Cairo International Airport 05R/23L to include single lamp control of stop-bars & lead-on lights.

In 2009/2010, ACAMS supplied an Integrated Tower Solution (I-TWR) for the New ATC Tower project at the Cairo International Airport. See www.acams.com/news/13/31/Cairo-New-Tower for details on the total ACAMS delivery. The system included ALCMS for all three runways, but relied on interfacing a previously installed third-party control system for the lamps on the third runway (05R/23L).

Following successful operation of the ACAMS system, Cairo Airport Company decided to replace the existing third-party control system, and include the control of stop bars and lead-on lights for the third runway into the ACAMS "ALCMS". The expanded ACAMS system should also include single lamp control.



ACAMS has now completed a successful FAT in our facilities in Oslo, satisfying all the requirements of the new control system and its

functionality, including the single lamp control. The system will be integrated into the existing ACAMS Airfield Lighting system at the airport early 2015.

This project demonstrates ACAMS' systems flexibility and expandability, enabling expansions and upgrades during the system lifetime, to suit new customer and site requirements.

[Read more...](#)

News from Momberger Airport Information

Norway's Avinor has implemented the Southern Norway Airspace Project (SNAP) with Point Merge arrival sequencing to improve capacity and flight safety in airspace in the southwest of Norway.

The implementation makes Avinor Air Navigation Services the first in the world to have implemented a second Point Merge project. The implementation of Point Merge provides benefits for airspace users and controllers alike, and facilitates for future increase in capacity, efficient operations and improved safety. The successful implementation further enhances Avinor's position as a leading provider of airspace design. The improved arrival route system provides benefits in terms of reduced fuel consumption through improved arrival sequencing, and significantly simplifies the workload of air traffic controllers, according to the managing director of Avinor air navigation services, Anders Kirsebom.

Avinor was the first ANSP in the world to implement the Point Merge System in 2011. The arrival route system was originally developed by Eurocontrol to improve and harmonize arrival operations.

The implementation of Point Merge for Oslo Airport Gardermoen was part of the comprehensive Oslo ASAP project (Advanced Sectorization and Automation Project), and the point merge arrival route system facilitated for an increase in capacity at Oslo Airport Gardermoen. The SNAP project includes 16 airports in southern Norway. The project entailed the development of new continuous decent operations and continuous climb operations at 16 airports, including Point Merge structures for the larger airports Sola, Flesland and Værnes. SNAP is designed to increase flight safety, ensure increased capacity in airspace, a standardized and efficient service, while reducing CO2 emissions as traffic continues to increase. SNAP also facilitates for the implementation of free route airspace in the functional airspace block NEFAB. Within less than 12 hours of the implementation, ATFM-regulations could be reduced to a limit allowing for negligible delays for airlines and passengers. Avinor Air Navigation Services will host a Point Merge conference in Oslo, Norway on 3 - 4 March 2015. The conference will host the leading ANSPs and airports worldwide to discuss how to design, implement and train for Point Merge, and discuss the future of Point Merge and ATM. #989.ATC9

Indra has been awarded a contract to deploy its surveillance radar systems and renovate the Da Nang Approach Control Centre (ACC) that manages the central airspace of Vietnam.

Awarded by Middle Region Air Traffic Services (MIRATS), a branch company of the Vietnam Air Traffic Management Corporation (VATM), the contract is expected to be implemented by 2016. Indra will equip a station near Da Nang airport with both a primary and a secondary radar, which will improve air movement control in the area, increase security

and help to increase the number of flights that can be managed. #989.ATC4

The Swiss ANSP Skyguide has successfully completed the commissioning flight inspection of the world's first NORMARC Ultra-Wide Instrument Landing System (ILS) Localizer to CAT III standards.

The stability test period following the flight inspection was successfully completed in mid-November 2014, with final certification expected to be completed within a few weeks. The 75-m wide localizer is installed at Zurich's main landing runway 14. Skyguide will put the system into full CAT III (low visibility) operation in December 2014. This latest member of the NORMARC ILS family provides an estimated possible gain of 10% to 20% in runway efficiency, potentially improving the airport's profitability. The NORMARC Ultra-Wide Localizer's narrow sensitive area allows ILS CAT III holding points and large aircraft movements (such as the Airbus A380) to be moved closer to the runway in CAT III operations. The implementation of the operational benefits will take place from 2015. #989.ATC12

Borealis, the European alliance of air navigation service providers, has appointed Ms Branka Subotic as its executive director.

Currently a senior consultant with the U.K.'s NATS Services, Subotic was selected from a strong field of candidates and will take on the role for a two-year term. NATS said Subotic brings significant international experience to the role, including consultancy, research, regulatory and academic experience. In recent years she has worked on major international projects including safety assurance for the introduction of the new system for area and approach control in Muscat and Salalah in Oman, opening of the new tower and new runway in Muscat in Oman, and the first phase of the GACA corporatization project in Saudi Arabia. The Borealis alliance is a voluntary initiative bringing together the nine North European ANSPs of Denmark, Estonia, Finland, Iceland, Ireland, Latvia, Norway, Sweden and the U.K., who between them manage more than 12.5 million km² of airspace, handling over 3.5 million flights a year. Subotic will take up the role in January 2015 when the current holder of the post, Lance Stuart, steps down. #989.ATC14

Oslo Gardemoen Airport in Norway will become the world's first hub to receive regular deliveries of bio-fuel.

It is also the first time that sustainable bio jet fuel will be used in the hydrant system of the airport. "We are proud to take on the task of bringing greener aviation one important step forward," said Avinor CEO, Dag Falk-Petersen, about the agreement signed with Statoil Aviation. The plan is to start delivering biofuel in March 2015, and that Statoil Aviation will deliver 2.5 million l of sustainable bio-fuel to the tank facility at Oslo Airport in the first 12 months. This corresponds to approximately 3,000 flights between Oslo and Bergen with a 50% bio-fuel mix. While the initial bio-fuel deliveries will probably come from used cooking oil, major players in the Norwegian power and forestry industries are now exploring the possibility of forest-based large-scale production of bio-fuel for aviation use in the future. "This is a good start towards developing a market for aviation bio-fuel. The fact that Avinor is contributing to making Oslo Airport the first hub in the world where all airlines have the opportunity to use bio-fuel illustrates that a green change is possible. At the same time, it's important that the authorities step up with policy instruments that promote greater use of bio-fuel in aviation," said head of the environmental foundation ZERO, Marius Holm. To date, Statoil Aviation has entered into agreements with the Lufthansa Group (Lufthansa,

SWISS, Austrian Airlines, Germanwings, Eurowings, and Brussels Airlines), SAS, and KLM for deliveries of bio-fuel at Oslo Airport. There are currently two firm industrial Norwegian initiatives for production of bio-fuel: Statkraft and Södra at Tofte in Hurum, and Viken Skog / Treklyngen at Follum in Hønefoss. Both projects are now looking into the possibility of producing both bio-diesel, which is needed in the heavy transport sector, and the bio-jet fuel needed in aviation. A single bio-fuel plant can produce enough bio-jet fuel and bio-diesel to reduce greenhouse gas emissions from Norwegian aviation by 10% to 15%. #989.CON12

ATM Norge ønsker alle en riktig God Jul!



ATM Norge
Sekretariatet
Toralf Grevle

tgrevle@gmail.no

Mob: (+47) 40 43 68 67

www.atm-norway.no