



INFORMASJON FRA ATM NORGE

Nyhetsbrev september 2018

Nytt fra SINTEF Digital:

SINTEF Aviation Open Day

Den 6. september inviterte SINTEF til åpen dag. SINTEF er tungt engasjert i en rekke prosjekter innen luftfart (aviation). Blant de fremmøtte var representanter fra luftfartsmyndigheter, forskningsråd- og institutter, samt representanter fra ATM industrien.

På programmet sto demonstrasjoner av

- ✓ SINTEF validation platform (SIMADES ATC)
- ✓ Advanced Dynamic Surface Management
- ✓ DARWIN – an H2020 research project focusing on improving responses to expected and unexpected events. Innovation through experimentation
- ✓ Integrated Runway Sequencing (coupled AMAN/DMAN)



Mer om SINTEF Aviation Open Day kan du lese [her](#).

Nytt fra Indra Navia AS:

Qatar opts for NORMARC navigational aids

Indra Navia has been awarded a turnkey project by Qatar Civil Aviation Authority (QCAA) for the installation of their NORMARC ILS 32-elements localizer antenna at Hamad International Airport, and of NORMARC DVOR (Doppler VHF Omnidirectional Range) and DME (Distance Measurement Equipment) at Doha International Airport.

QCAA's vision is to maintain a safe, effective and sustainable civil aviation system, strengthening Qatar's position on the map of the international civil aviation industry.

“Quality and precision are keywords used at all levels of Qatar's society, and QCAA is highly committed to provide the level of quality and integrity it demands”, said Eldar Hauge, Managing Director of Indra Navia. “Being chosen by QCAA to continue as the sole supplier



of their safety-critical instrument landing systems is a significant recognition of the quality of our technology and our ability to make timely deliveries. We are proud of the mutually rewarding relationship we have built over last few years as a supplier to QCAA. We are looking forward to working with them in years to come.”

The NORMARC ILS 32-elements localizer antenna is designed to reduce interference from hangars or other buildings near the runway. This enhances landing safety during peak traffic hours, even in very low visibility conditions during CAT III landings.

Indra’s NORMARC DVOR and DME equipment will replace the current equipment from the early 90’s. DVOR and DME gives azimuth and distance information to aircrafts in Qatari airspace to achieve the highest degree of precision for maneuvering during en-route and approach flights.

Indra Navia has previously also implemented their NOVA 9000 A-SMGCS at Hamad International Airport (HIA). The NOVA 9000 has a product history of greatly improving runway safety by visualizing all ground traffic even in low visibility and night operations.

Normeka signs agreement with Airsafe to promote its frangible masts in China AGL market

Sept 6th, 2018, Airsafe Airport Equipment Co., Ltd, and Normeka AS signed a distribution agreement at Interairport China 2018 to promote Normarc frangible masts by AmpliSafe® in China AGL market.

Airsafe will use its strong business channel which support its #1 position in China AGL market to promote Normeka’s Normarc frangible masts by AmpliSafe®.

Normeka will put its effort to support the business exploration in China. The high quality products with short lead-time can satisfy the customers’ demands in China market.

Charlie Xie, Marketing Director of Airsafe Airport Equipment Co., Ltd, said: “Normarc frangible masts will extend our AGL business for customer needs, a strong support for our integrated AGL solution. And this partnership and cooperation between Airsafe and Normeka will also support the global business development for two parties.”

Jan Tore Rognstad, International Sales Manager, of Normeka AS, said: “China is a very interesting market, with a huge potential for the future. To partner with the #1 position AGL manufacturer, and get the opportunity to supply more of our high quality products into this market will benefit Normeka, Airsafe and not at least the end users. This cooperation will also mean a lot for the global development of Normarc frangible masts by Amplisafe®”.



Normeka AS is located at Rømskog and was established in 1980 when Normarc decided to establish a manufacturing division for Instrument Landing System (ILS) antennas and related equipment like frangible masts. Normeka is a subsidiary of Indra Navia and manufacture all mechanical parts for their successful Normarc instrument landing system, besides own brands; AmpliSafe® and AmpliForm®.

Nytt fra Eurocontrol:

SESAR lights the way to smoother airport operations

SESAR members recently validated a ground lighting system that makes it easier and safer for aircraft and other types of vehicles to make their way around the airport tarmac, taxiways and runways.

Through real-time simulations, SESAR members tested the automated “follow-the-greens” (FtG) lighting system to guide aircraft and other mobiles or vehicles around the entire surface area of the area. Initially developed and validated in SESAR 1 with a focus on the apron area, the solution is now addressing the entire airport movement area. It assesses all aircraft traffic on the ground and identifies the best route for pilots/drivers to take. Instead of dealing with maps and waiting for guidance from the control tower, the pilots/drivers can simply follow a set of green lights, which will lead them to their destination.

Using a simulated view of Budapest’s Ferenc Liszt International Airport operational environment, four air traffic controllers from AUSTROCONTROL (COOPANS) and Hungarocontrol (FREQUENTIS SESAR PARTNERS) tested different scenarios, representing different levels of traffic and weather conditions. One of the air traffic controllers was also a former airline pilot who operated from Budapest Airport and he evaluated the concept from a flight crew perspective by using the 3D cockpit view. They found that the advanced routing and guidance solution could reduce conflicts and enable smoother traffic throughput on the airport surface.

Two validation platforms were used for the simulation:

- The EUROCONTROL Integrated Tower Working Position (ITWP) with electronic flight strips, airport safety nets, routing and guidance functions and applying segment control 2-3 lamps for FtG automation,
- The industry prototype developed by FREQUENTIS and SINTEF (NATMIG) with electronic flight strips, an advance routing and guidance functions and applying single lamp control for FtG automation.

Emese Kisfaludy from HUNGAROCNTRONL observed: *"It was very interesting to test two different conceptual simulation systems in the framework of the Follow the Greens concept. It is obvious for me that it reduces the workload of the air traffic controller, especially in the field of radio communication. Although the systems require further development, they can be fully integrated into the modern air traffic management environment."*

Initial results show positive feedback from the controllers on all the objectives addressed. The automated switching of Taxiway Centreline Lights (TCL) and stop bars successfully handled the guidance of traffic at runway entry and exit points and conflicting situations at intersecting taxiways. In addition, issues associated with FtG operations such as phraseology, the use of FtG at an airport where some taxiways are not equipped with TCL and alerts were successfully evaluated.

The innovative guidance function supported by an advanced routing algorithm showed potential for further development to provide smoother aircraft movement by continuously reacting on the monitored time/speed information along the route of each mobile and proposing aircraft speed accordingly.

The validation exercise is part of the PJ 03a Integrated Surface Management (SUMO) project aims at optimising airport resources allocation to ensure smoother and more predictable airport operations in all weather conditions. Furthermore, PJ 03a also takes due consideration of integration of remotely-piloted aircraft systems (RPAS) in the surface operations when allocating airport resources.

News from Momberger Airport Information - www.mombergerairport.info

The SESAR Deployment Alliance (SDA), acting as the SESAR Deployment Manager (SDM), and Eurocontrol have signed a memorandum of understanding (MoU) to set out how they will cooperate on SESAR deployment. The SDA is a unique international association of leading airlines, ANSPs, and airports mandated by the European Commission to manage SESAR deployment. Eurocontrol will support SDA in areas such as project coordination/management, global interoperability, cost effectiveness/cost benefit analyses, performance assessment and the identification of innovative financing mechanisms. The cooperation agreement sets out how this will work in practice, with a particular focus on making sure that duplication of effort and cost is avoided. The Director General of DG MOVE, Henrik Hololei, who was present at the signing, declared: “This is an excellent example of the European aviation community working closely together for the benefit of Europe. The deployment of SESAR is essential to modernise ATM in Europe and enable the advancement of the Single European Sky. I am very pleased that Eurocontrol’s experience and expertise will now fully support the vital work of the SESAR Deployment Manager.” Eamonn Brennan, the Director General of Eurocontrol, noted that the effective deployment of SESAR was vital for the future performance of the network. “I am very pleased that Eurocontrol is supporting European aviation and the European Union. Our agreement with the SESAR Deployment Manager will help us both to meet the needs of our airspace users”, he said. #1080.ATC2

IATA has found what it calls ‘troubling’ figures on delays caused by the air traffic control (ATC) staff shortages and strikes affecting much of during summer 2018. The data shows that delays caused by ATC have more than doubled since 2017 to 47,000 min/day. The average delay per flight was 20 min in July, while the worst was 337 min. Delays have been blamed on staff shortages, capacity shortage, the weather and strikes. IATA says that proper investment and planning from governments and ANSPs can ease delays for airlines and their passengers but claims that ANSPs are more concerned with securing profits than investing in their businesses. The research claims that the two largest providers have either under-invested in staff or use “out-dated employment practices which don’t deploy staff when and where they’re most needed”. IATA also says that the major ANSPs have failed to invest in modern technology intended to increase capacity.

In response to continuing delays, IATA is urging ANSPs to follow a four-point plan: modernising the infrastructure and implementing the Single European Sky ATM Research that airlines are already paying for; reforming work practices so that staff are deployed when and where they’re needed; empowering the European network manager to plan and configure

the network to meet the demands of air travellers; and strengthening the performance and charging scheme so that ANSPs that don't deliver agreed capacity are subjected to 'meaningful' penalties.

The data comes after IAG, Ryanair, and easyJet launched legal complaints to the European Commission regarding ATC delays, which are beginning to hit airline profit margins. IAG boss, Willie Walsh, told attendees at the GTMC Overseas Conference in June 2018 that ATC strikes pose "the biggest threat" to the airline industry. #1078.ATC1

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