



## INFORMASJON FRA ATM NORGE

Nyhetsbrev januar 2019

Den årlige ATM Konferansen  
arrangeres tirsdag 21.mai 2019.  
Hold av dagen!

Konferansen arrangeres i samarbeid med NHO Luftfart og avholdes som tidligere i  
Middelthunsgate 27, 0305 Oslo.

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### *Nytt fra AVINOR:*

#### **Avinor tildeler kontrakt for tårntjenester til det spanske selskapet Saerco.**

I en pressemelding den 14.2.2019 informeres det via NTB om at Avinors styre har besluttet å tildele en 5-årskontrakt for tårntjenester på Ålesund- og Kristiansand lufthavn (Kjevik og Vigra) til det spanske selskapet Saerco. Fire tilbydere deltok i konkurransen, hvor kvalitet og pris begge var vektlagt med 50 prosent. Saerco vant med høyest score på kvalitet og lavest pris. Det innebærer en forventet årlig innsparing for Avinor på ca. 15 millioner kroner, eller omlag 37 prosent. Saerco, som i dag driver tårnene ved flere store lufthavner i Spania, overtar driften av tårnene ved Ålesund- og Kristiansand lufthavn fra 1. mars



Fra Ålesund Lufthavn - Vigra

2020. De fire tilbyderne som deltok i konkurransen, var (foruten Saerco) Avinor Flysikring AS, LFV Norway AS (LFV) og ACR/ANS. I en kort oppsummering av resultatet av tildelingen fremgår det at Avinor Flysikring AS kom på en (god) andre plass, mens tilbudene fra LFV og ACR/ANS kom på hhv. 3. og 4.plass. En kommentar fra Avinor Flysikring AS om resultatet kan leses [her](#).

Hele pressemeldingen fra Avinor AS kan leses [her](#).

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## Verdens største senter for fjernstyrte tårn bygges i Norge

I nok en pressemelding (29.1.2019) fra Avinor Flysikring AS kan vi lese at Avinor Air Navigation Services har tatt det første spadetaket for det som blir verdens største Remote Towers Centre. Senteret skal ligge i Bodø, og vil fjernstyre tårn ved 15 lufthavner.

«Dette er en milepæl for norsk og internasjonal luftfart, og markerer begynnelsen på et banebrytende innovasjonsprosjekt. Det nye Remote Towers Centre har en investeringsramme på ca. 110 millioner kroner, og vil være et viktig nervesenter for flytrafikken i fremtiden», sier Dag Falk-Petersen, konsernsjef i Avinor.

Hele saken kan leses [her](#).

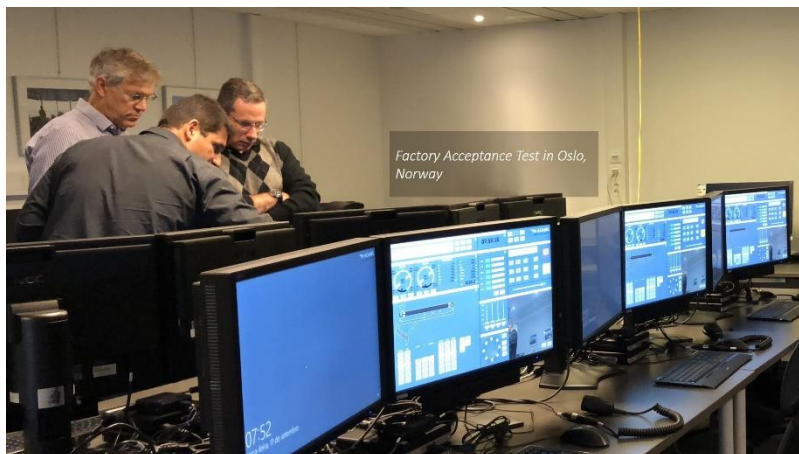


### Nytt fra ACAMS AS:

#### Mid-Life Upgrade in Brazil

Since 2007, ACAMS has supplied 30 I-TWR solutions, 30 ATIS solutions, a tower simulator system and various emergency radio systems to Brazil.

ACAMS systems have contributed to increasing Brazilian airspace safety and improving the airport tower work efficiency for more than a decade. The ACAMS system installations in Brazil include large, busy airports like Rio de Janeiro International Airport-Galeão, and São Paulo Airport-Congonhas.



ACAMS supplies large MLU, Mid-Life Upgrade program, to 11 airports in Brazil

While the systems have been in constant use since installation, the operational needs of the airport towers have changed. Brazilian Department of Airspace Control (DECEA) has therefore now decided to take advantage of ACAMS' Mid-Life Upgrade Program. The program is aimed at providing new functionality and upgraded hardware, making a cost-

effective solution to suit current operational needs. The ACAMS delivery is part of the Brazilian ATC tower modernization program.

The latest version of the ACAMS software platform, the "i6", will be implemented, with improved performance and new features. The i6 ACAMS platform has a completely re-designed architecture, providing enhanced flexibility, scalability, easy implementation and configuration.

The contract includes upgrade of 11 sites, supplied in cooperation with ACAMS' long-term Brazilian partner, ATC Systems. On the Brazilian side, the contract is executed by the Brazilian project implementation department CISCEA and was signed late 2017.

The first Factory Acceptance Test has now been successfully conducted, with representatives from CISCEA present in Oslo (picture).

ACAMS looks forward to continue serving the Brazilian airports by providing safe and effective tower solutions.

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### *Nytt fra EDDA:*

I en pressemelding den 22. januar kan vi lese:

## **eCoach ATC Training Simulator Remote Piloting Odense**

Integra Aviation Academy Norway (IAAN) was established in 2015 with a large eCoach air traffic control (ATC) simulation centre in Oslo, Norway.

The centre has since then served all the 20 controlled airports in Norway with ATC operator (ATCO) training, amongst others. Now, Danish authorities have approved a remote eCoach facility located in Odense, Denmark, connected to IAAN for Remote Piloting.

Danish company Integra Aviation Academy offers certified Aerodrome Flight Information Service (AFIS) operator education in Odense from February 2019.

“We are very pleased to see that our remote piloting concept has proven to be a success for our customer,” says Mr Lars A Aalvik, CEO of Edda Systems, the provider of the eCoach ATC simulator.

Currently, the main simulator centre in Oslo is connected via the internet to eCoach installations at both Gardermoen airport and Odense. Simulation sessions can be performed at all three sites at the same time, utilising human sim-pilot resources located virtually anywhere.

“The remote piloting concept is a great way to make efficient use of our sim-pilot human resources,” says Mr Henrik Schjølberg, general manager IAAN. “At the same time, we can serve ATCO training in Oslo, AFIS operator training in Odense, and advanced airport operations investigations at Gardermoen.”

“The Odense eCoach installation was established quickly and very cost efficiently as an expansion of the main ATC training centre in Norway,” says Mrs Nina Banke Rasmussen, general manager of Integra Aviation Academy. “It also enables very efficient use of our human resources in daily operations.”

“Using the built-in eCoach Voice Communication System (VCS), the student cannot notice if the sim-pilot is located in another country or next door,” says Mr Christian Fog Jensen, chief instructor at IAA.

Mer om Edda og pressemeldingen kan du lese [her](#).

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### *Nytt fra SINTEF:*

## **SINTEF vil være tilstede på World ATM Congress (WAC) i Madrid – for første gang med stand.**

SINTEF har forsket på luftfartsområdet siden starten i 1950, og har fokusert på Air Traffic Management siden oppstarten av SESAR i 2008. Nå er SINTEF inne i andre periode med SESAR (SESAR 2020), og skal vise omverdenen noe av det de kan tilby så langt. SINTEF vil være tilstede med stand på WAC for første gang. WAC er den største ATM kongressen i Europa, og forgår i begynnelsen av mars hvert år. I år er messen åpen fra 12. til 14. mars. SINTEF vil ha stand ved siden av Edda Systems (også fra Norge).

SINTEF vil vise en prototyp av en ny Controller Working Position som kan demonstrere konseptet Dynamic Airspace Configuration (SESAR 2020 Project 08 Advanced Airspace Management). Løsningen er blant annet validert av den Italienske tjenestetilbyderen ENAV og EUROCONTROL. SINTEF vil også vise en prototyp av Integrated Runway Sequencing (SESAR 2020 Project 02 Enhanced RWY Throughput). Denne løsningen er blant annet validert av LFV og Swedavia, med trafikkstyring på Arlanda som eksempel. De vil også dele informasjon om andre luftfartsområder de er engasjert i.

Velkommen til SINTEF's stand!

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**News from Momberger Airport Information** - [www.mombergerairport.info](http://www.mombergerairport.info)

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**Norway's Avinor Air Navigation Services has commenced the construction of what will become the world's largest remote towers centre, controlling the air traffic at 15 airports from the Arctic city of Bodø.** The remote towers centre will run on the Ninox Remote Towers platform, and when complete, will provide more flexibility and better accessibility to 15 airports, which spreads across a vast geographic area of Norway, according to Avinor. As a result, the new centre will open up the possibility of increasing the opening hours of smaller airports, ensuring better access for ambulance flights and business development alike for small Arctic communities. The Ninox platform includes the use of IR technology (infrared camera) and MTI technology (Moving Target Indicator), which detects moving objects in the airspace or on the ground. This includes drones, birds, humans, cars or

other objects which can represent a danger to air traffic. #1090.ATC2

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**Indra's ARMS (Anti RPAS Multisensor System) is an intelligent shield can detect the presence of drones several kilometres distant, identify the model, and neutralise them if they invade the space to be protected.** Indra has tested its solution in countries where this type of threat is much more common and dangerous than in Europe. The results obtained have made Indra one of the first companies in the world to have signed firm agreements with government clients, after meeting highly demanding criteria. The solution is so claimed to be so effective that it can be used in a precise manner to disable a single drone, in a 'surgical' intervention, or a whole swarm of drones, applying more aggressive measures. If an invasion occurs from different points simultaneously, it will activate a full protection dome. This ability to modulate the response is key to operating in an airport environment without interfering with aircraft and air traffic electronic equipment and it makes this system unique in the market, according to Indra.

Developing an effective solution to drone invasions requires having in-depth knowledge in different areas: radar technology, electronic defence, communications, and command and control, among others. Mastering them is essential to deliver to each client the 'shield' they need, since no two airports are identical, nor does it require the same tools to shield a private enclosure or a public space accessible to anyone. Indra's ARMS system consists of a radar system and infrared cameras that perform detection and identification tasks. Its electronic warfare sensors sweep the radio spectrum to determine the type of link, frequency or navigation system used by the drone. The jamming equipment then cuts off the drone's communication with the pilot and blinds its navigation systems. It can also use deception or spoofing techniques to take over and land it in the desired location. What's more, it is able to determine the most likely area from which the operator may be acting to facilitate their arrest. Indra's solution uses the most effective soft-killing methods to protect civil environments and neutralise any of the drone models available in the market. It can also be adapted to incorporate hard-killing techniques to shoot down the aircraft. #1089.AIT9

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Til slutt vil vi minne om World ATM Congress 2019 hvor flere av våre norske medlemsbedrifter vil være til stede med egen sand.

Verdt et besøk!



**World ATM  
Congress 2019**

A CANSO partnership with ATCA

**12-14 March 2019**

**Madrid, Spain**

**IFEMA, Feria de Madrid**

ATM Norge Sekretariatet Torolv Grevle www.atm-norway.no	<a href="mailto:torevle@gmail.no">torevle@gmail.no</a> Mob: (+47) 40 43 68 67
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