



# INFORMASJON FRA ATM NORGE

Nyhetsbrev september 2019

## *Nytt fra Indra Navia AS:*

### **London Heathrow goes operational with Indra's latest generation A-SMGCS**

NATS' air traffic controllers at London Heathrow have started using Indra's latest generation system for Advanced Surface Movement Guidance and Control (A-SMGCS); InNOVA Ground.

With the upgrade, the A-SMGCS and the tower displays have been merged into a single integrated system, improving operational efficiency and reducing the need for maintenance. Furthermore, the A-SMGCS includes new generation hardware and radar extractors. The software is improved with better tracking and new display features.

The new processing functions within the system have increased the sensor coverage on the runways to over 95%, while at the same time the number of false alerts provided to controllers have been reduced. The system is also capable of expansion with SESAR functionality such as advanced ground safety nets and integration with other tower functions. NATS Director of Supply Chain Tim Bullock said: "I'm delighted that Indra have once again delivered successfully, demonstrating the extent to which our strategic partnership is able to benefit NATS and its own customers."



London Heathrow is the busiest airport in Europe according to ACI, with an average of more than 1300 flights per day passing by the airport's two runways.

“London Heathrow operates at over 98% capacity, which is truly impressive. We are proud to be repeatedly trusted by NATS to deliver one of the systems enabling them to achieve this”, comments Elin Blakstad, Tower Director at Indra.

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## *Nytt fra JOTRON AS*

I en pressemelding den 3. september kan vi lese:

**Airport Authority of India (AAI) to receive nationwide VoIP based ground-to-air VHF communication solution from Jotron.**

**Jotron AS, a leading manufacturer of professional communication systems for land, sea and air safety, has been awarded a contract for the supply of IP based VHF transmitters, VHF receivers, VHF remote control units, VHF antennas and associated accessories.**



**Nenad Jankovic, JOTRON AS**

Jotron entered the air traffic control (ATC) market in 1974 and has established itself as the provider of choice for modern ATC systems.

The radios to AAI are based on ED-137 VoIP protocol, however, they will be able to utilize existing analogue infrastructure in parallel. Stand-alone remote-control units capable of efficiently operating Jotron radios both via an analogue or IP connection, will also be provided.

“This contract is of great importance to us. We are very proud to be part of the Indian Air Traffic Control modernization program. This project will provide valuable experience to all parties involved,” says Nenad Jankovic, International Sales Manager, ATC and Coastal Communication Division at Jotron AS. “We hope that other customers in Asia will follow suit and benefit from our technologically advanced equipment.”

For more information, please contact Roar Flaates, Director Sales and Marketing for ATC and Coastal Communication Division at Jotron AS - Jotron, tel: +47 33 13 97 00.

### **About Jotron**

Jotron AS is a privately-owned Norwegian company founded in 1967 offering:

- Safety products for maritime and offshore applications
- Shore to ship communication products and systems
- ATC radio communication products and systems for civil and military aviation
- Recording and replay systems

Jotron has 275 employees with locations in Lithuania, Norway, Singapore, the United Kingdom, the United States of America and a representative office for ATC in China. The head office is based in Larvik, Norway.

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## Nytt fra SINTEF Digital AS

### I løpet av sommeren har SINTEF Digital fått positivt svar på 9 Horizon 2020 søknader innen luftfart (SESAR2020).

Prosjektene starter mot slutten av året og skal gå i 3 år. De har en finansiering på omtrent 2 750 000€ tilsammen. 4 avdelinger er involvert, og faglig dekker de områder slik som optimering (av lufttrafikk, luftrom og andre prosesser), sikkerhet (resilience), cyber security, information management, satellittnavigasjon, vingevirvelturbulens, menneske maskin integrering, 3D modellering, Colloborative Decision Making med mer.

Ett av prosjektene er en videreføring av et samarbeid SINTEF har med Avinor. Der ser vi på muligheten for å etablere et Airport Operation Center (APOC) på Gardermoen (Total Airport Management).

Hos SINTEF er det [Dag Kjenstad](#) som er prosjektleder. Hvis du vil vite mer om første fase i arbeidet kan du sjekke denne videoen:

[https://www.youtube.com/embed/qZNWU8atKZo/?modestbranding=1&showinfo=0&iv\\_load\\_policy=3&showsearch=0&rel=0&theme=light&wmode=opaque&autoplay=1](https://www.youtube.com/embed/qZNWU8atKZo/?modestbranding=1&showinfo=0&iv_load_policy=3&showsearch=0&rel=0&theme=light&wmode=opaque&autoplay=1)

Hvis du vil se litt om hvordan SINTEF jobber med å finne den best mulige rekkefølgen på landinger og avganger kan du sjekke denne videoen fra en evaluering på Arlanda:

<https://youtu.be/83UXAU4b1oY>. Resultatene fra Arlanda vil bli videreført i en Very Large Scale Demonstration sammen med LFV (Luftfartsverket) i Sverige.

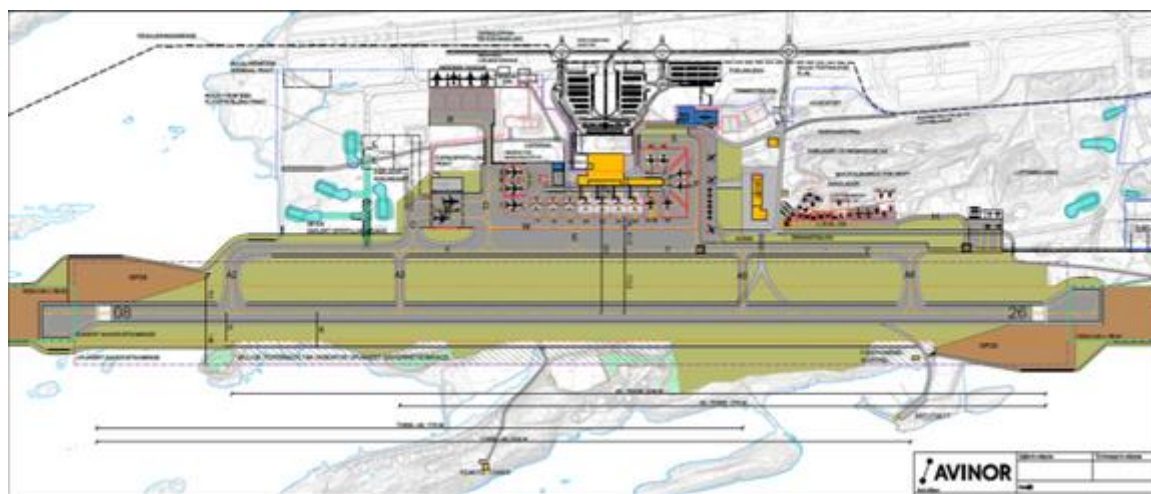
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## Nytt fra AVINOR AS

I en pressemelding den 29.8. skriver Avinor:

### Skisseprosjektet for ny lufthavn i Bodø ferdigstilt

**En viktig milepæl ble nådd da Avinors styre nylig fikk presentert skisseprosjektet, og stilte seg bak det anbefalte alternativet. I dag blir rapporten presentert i formannskapsmøtet i Bodø kommune.**



Illustrasjonsbilde anbefalt alternativ

-Vi er glad for å kunne legge frem Avinors utredning av utbyggingsalternativene for flyttingen av lufthavnen 1 km sørvest for dagens lufthavn i Bodø. Det er et stort og grundig arbeid som ligger bak anbefalingen, sier konserndirektør Stine Ramstad Westby i Avinor.

Utredning av utbyggingsalternativene er utført for å følge opp oppdragsbrevet som Avinor mottok fra Samferdselsdepartementet 8. september 2017 om videre planlegging av ny lufthavn i Bodø, og Stortingets behandling av Nasjonal transportplan 2018-2029.

-Samferdselsdepartementet (SD) har igangsatt en tilpasset ekstern kvalitetssikring. Når den er gjennomført vil Avinor sende SD sin anbefaling av utbyggingsalternativet for videre planlegging i forprosjektet, sier Westby. Hun legger til at Avinor er svært fornøyd med samarbeidet med Bodø kommune og Forsvarsbygg. Spesielt vil hun fremheve den gode fremdriften på kommunens arbeid med områdereguleringen.

### **Den klart beste løsningen**

- Med utgangspunkt i vurderingene av måloppnåelse for prosjektet ny lufthavn i Bodø fremkommer alternativet vi kaller "1E" i rapporten som den klart beste løsningen. Den er operativt god med tanke på værmessig tilgjengelighet, rullebanelengde, taksebanesystem, oppstillingsplasser, støy m.m. Det er også lagt til rette for at lufthavnen kan utvikles videre i et 50-årsperspektiv, forklarer Westby.

En innledende fase av forprosjektet som kun omfatter elementer som ikke påvirkes av valg av alternativ, igangsettes nå.

Forprosjektet er planlagt ferdig ved årsskiftet 2020-2021.

### **Innenfor det finansielle handlingsrommet**

Estimatet for den anbefalte kostnadsrammen er 5,8 mrd NOK. Fra Avinors side er dette alternativet akseptabelt både ut ifra en finansiell og operativ vurdering. Utbyggingsprosjektet er her definert som de investeringene i basis lufthavnfunksjoner som er nødvendige for en komplett ny lufthavn i Bodø, og der finansieringen er delt mellom Staten, Bodø kommune og Avinor. Tallet er uten mva og basert på 2019-tall.

Kostnader til eventuelle eiendomstransaksjoner, håndtering av grunnforurensning, rivekostnader, adkomstveg, bygg og andre fasiliteter for lufthavntilknyttede aktører, herunder Forsvarets anlegg og redningshelikoptertjenesten- samt finanskostnader er ikke inkludert. Disse kostnadene er gjenstand for egne utredninger og foreligger ikke nå.

- Dette er et kostnadsdrevet prosjekt, og det vil bli vurdert ytterligere forenklinger og reduksjoner sammen med brukere og interessenter gjennom forprosjektet, avslutter Westby.

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

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**Indra is a key partner in the European GBAS Alliance that will start to deploy state-of-the-art satellite-based landing systems at European airports during 2019.** GBAS improves airport capacity by letting approaching aircraft use different glide slopes to avoid wake turbulence left by precedent aircraft on the runway. According to research by EU's SESAR initiative and supported by Eurocontrol simulations, this can lead to runway capacity

increase between 2% and 6%. The European GBAS Alliance includes airports, airlines, ANSPs, and air and ground manufacturing industry. The ambition is for deployment preparations to start in 2019 and continuing through 2020. The focus is particularly on precision approaches in low-visibility conditions. GBAS differs from ILS in being based on GNSS instead of conventional radio signals. Whilst ILS signals can be affected by topography and other physical objects, GBAS has no critical or sensitive areas. This allows for higher capacity during precision approaches, reducing the risk of diversion, cancellation and go-around. #1105.ATC3

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**The Civil Air Navigation Services Organisation (CANSO) signed a joint declaration committing to fully implementing the Single European Sky at the European Commission's recent Digital European Sky conference, organised in partnership with the Finnish Presidency.** The declaration signatories which include 21 aviation associations, have called upon the European institutions and Member States to consider the steps necessary to achieve the goals of the Single European Sky, assessing their potential impact, costs and benefits. They have also called on the European institutions to simplify the regulatory framework and institutional set-up to make the European ATM network fit for the future. The declaration highlights how CANSO's ANSP members are committed to delivering the Single European Sky through technological, safety, operational and environmental improvements, and to working in partnership with all stakeholders in the aviation value chain and the EU institutions.

Cooperation among all stakeholders is a key component of the CANSO Europe Vision 2035, which sets out a blueprint for the ATM industry's evolution. Tanja Grobotek, Director Europe Affairs said: "This Declaration is a milestone for the European aviation industry. It provides vital momentum that will shape the future of the Single European Sky and highlights how CANSO has redoubled its commitment to working with industry partners and institutions to enhance European ATM performance. Only through the full implementation of SES, can we provide to Europe and its citizens the efficient and sustainable airspace we all deserve." CANSO has also committed to tighter engagement with the industry's social partners to optimise aviation performance in Europe. CANSO has produced a Toolbox for Successful Social Dialogue in ATM in partnership with ATCEUC and ETF to promote best practice in social dialogue and will work with industry partners and European institutions on addressing the human dimension of developing and deploying new technologies for the future of ATM. #1105.ATC1

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**Jotron has been awarded a contract by the Airport Authority of India (AAI) for the supply of IP-based VHF transmitters, VHF receivers, VHF remote control units, VHF antennas, and associated accessories.** The radios are based on the ED-137 VoIP protocol, although they will also be able to utilise existing analogue infrastructure in parallel. Stand-alone remote-control units capable of efficiently operating Jotron radios both via an analogue or IP mode will also be provided. #1104.ATC12

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