INFORMASJON FRA ATM NORGE

Nyhetsbrev Februar 2020

Vi vil minne om den årlige ATM Konferansen som i år finner sted i Oslo, den 26. May 2020

Få med deg hva som skjer innen
Air Traffic Management (ATM) og SESAR.
Deregulering og konkurranseutsetting.
Grønn luftfart og droner.

Hold av datoen!
Ingen deltageravgift!

Møt representanter fra luftfartsmyndigheter, Avinor, flyselskaper, norsk industri og forskning som beskriver den raske utviklingen innenfor norsk og europeisk luftfart og Air Traffic Management.

Arrangert i samarbeid mellom
ATM Norge og NHO Luftfart
Sted: Middelthuns gate 27, 0368 Oslo

Nytt fra AVINOR AS

I en pressemelding fra Avinor den 14.2, kan vi lese at**:**
Avinor gir grønt lys for utbyggingen av Tromsø lufthavn som skal ferdigstilles i 2023

Avinors styre ga i dag (14.2.) sin endelige tilslutning til utbyggingen av Tromsø lufthavn.

Avinors styre ga i dag sin endelige tilslutning til utbyggingen av Tromsø lufthavn. 10 000 nye kvadratmeter, samt nye flyoppstillingsplasser skal stå klare i 2023, og blir et viktig bidrag til verdiskapningen i nord.

For å øke kapasiteten og erstatte utgått infrastruktur ved dagens lufthavn, besluttet Avinor for en tid tilbake å sette i gang prosessen rundt bygging av ny terminal i Tromsø. I 2018 ble skisseprosjektet avsluttet, og alternativene er nå utredet i forprosjektet. I dag ga Avinors styre det endelige klarsignalet for å starte byggingen. Fysisk oppstart blir høsten 2020, med forventet ferdigstillelse i 2023.

«Det er svært viktig for oss å kunne tilby Tromsø en moderne lufthavn, og det er derfor gledelig å endelig kunne meddele at vi nå har fått grønt lys for å ferdigstille terminalprosjektet. Lufthavna vil fremstå som både effektiv og moderne, og støtte opp om trafikkøkningen vi har hatt de siste årene», sier konsernsjef Dag Falk-Petersen.

Mer om denne saken kan leses her.

Nytt fra Indra Navia AS

Indra signs major contract for navigational aids in Slovakia-

Indra will play an important role in securing safe guidance and landings in Slovakia after signing a contract for the supply of navigational aids to five of the country's airports, including Bratislava Airport with nearly 2.3 million passengers (2019).

The contract includes the delivery of Normarc ILS, DME and DVOR, and is awarded in partnership with TECHNISERV Slovakia. The first installations are expected to be made in the summer of 2020.

Commercial aircraft landing with Normarc ILS

ATM Konferansen hadde i 2016 «Grønn Luftfart» som hovedtema. Vi vil fortsette å følge opp dette ved å informere om tiltak for å redusere luftfartens miljøavtrykk.

I vårt forrige nyhetsbrev skrev vi om det inngåtte samarbeidet mellom Avinor og SINTEF hvor utvikling av bærekraftig luftfart var i fokus. Norge er i svært stor grad avhengig av luftfart, og fly er ofte det eneste reelle transportmiddelet både for næringsliv og private reiser i et langstrakt land. Siden det forventes en fortsatt økende lufttrafikk i flere år fremover er det viktig å finne kraftige effektiviseringstiltak som reduserer luftfartens klimaavtrykk.

I en kommentar fra Trond Bakken i SINTEF om det inngåtte samarbeidet med Avinor viser han til det nye forskningsprogrammet Horizon Europe hvor det er foreslått to privat-offentlige forskningspartnerskap, ett for effektivisering av lufttrafikken (Integrated Air Traffic Management – en videreføring av SESAR 2020) og ett annet for bærekraftig luftfart (Clean Aviation – en videreføring av Clean Sky 2).

SINTEF har fått støtte fra Norges Forskningsråd slik at de vil kunne arbeide for å påvirke partnerskapene til å ivareta særegne norske behov i deres strategiske planer, samt å arbeide for å posisjonere SINTEF, norske bedrifter og institutter for et eventuelt medlemskap i partnerskapene.
Medlemskap i Clean Aviation vil kunne bidra til en innføring av elektriske og hybride fly i norsk luftfart, og bidra til at å etablere Norge som en aktiv part i paradigmeskiftet mot nullutslippsfly for kortere distanser og sørge for at noe av verdiskapningen rundt dette skjer i Norge. SINTEF samarbeider med Avinor i denne posisjoneringen.

News from Momberger Airport Information - www.mombergerairport.info

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Indra has developed a revolutionary remote tower solution for air traffic control which offers what it claims is unprecedented safety and efficiency levels during aircraft landing and take-off thanks to its use of artificial intelligence (AI).
The new system enables cost savings that can be as high as 50%, since it eliminates expenses related to the construction of a physical tower and it increases efficiency and operational use, mainly through workload balancing in 'multi-airport' systems. It is the first solution in the world to incorporate artificial intelligence functions to execute critical air control processes without any need for human intervention. More specifically, the system employs advanced 'Deep Learning' architectures that have been trained to carry out multiple operative tasks through autonomous machine vision. It is capable of detecting any operational anomalies in the aircraft's configuration to report them to the operator. In the same way, the system can identify and follow any moving aircraft, vehicle or person autonomously. It monitors the areas of greater interest more closely, alerting to the presence of unauthorized vehicles, people, animals, birds, and even drones that may represent a security risk.
Indra's remote tower solution is complemented by the company's ARMS anti-drone system, which can selectively neutralise any UAV. In terms of visual capability, Indra's new remote virtual tower uses 4K cameras, which provide the maximum image quality and have high quality night vision. In terms of usability, the solution is integrated with multiple external systems which provide the controller with relevant information directly on the panoramic screen, correlating it with the active aircraft or the one being observed. This way, the operator does not need to take his eyes off of what is happening in the air or on the apron. #1115.ATC1

EUROCAE, the European Organisation for Civil Aviation Equipment, has launched a new working group (WG-115), chaired by Indra, to develop standards to support the implementation of anti-drone systems in airports in an aligned and consistent manner.
The group's launch meeting took place in December 2019 and was attended by 44 experts from 36 organisations, including the European Commission, the European Aviation Safety Agency (EASA), and Eurocontrol. Indra produces one such solution, the ARMS anti-drone solution. The sense of urgency around this topic came into light in December 2018 when London Gatwick Airport in the UK was forced to cancel all its operations for more than 30 hours after the sighting of unmanned aircraft flying nearby. The number of reported incidents of this type grows significantly year to year.
EUROCAE's work to offer common guidelines for the requirements and characteristics such systems must meet is intended to ensure that a common frame of reference is available that enables security and interoperability of the highest level. During the launch meeting, it was also announced that the American Radio Technical Commission for Aeronautics (RTCA) recently took the decision to create a new committee (SC-238) focused on countering drones (Counter-UAS) that will work together with EUROCAE to produce standardised documents

by the two organisations. With this same objective, the group will maintain close collaboration with other international entities such as NATO and the European Defence Agency (EDA).
The new group will carry out its activities during 2020 and 2021, with the objective of preparing three reference documents: the definition of the operational concept linked to this type of systems (C-UAS), the specification of performance requirements for non-cooperative UAS detection, and the specification of interoperability requirements with existing systems, such as Advanced Surface Movement Guidance and Control System (A-SMGCS) of airports.
#1113.ATC1

Following an open and competitive tender process, Frequentis has been awarded a contract to provide Norway's ANSP, Avinor Air Navigation Services, with its first Unmanned Traffic Management (UTM) solution. "With this contract Avinor Air Navigation Services and Frequentis will open up the Norwegian airspace for advanced use of drones in the coming years. In 2018 the Norwegian Government published a strategy for drones in Norway, and we are delighted to be able to deliver the first foundations to a UTM system in close cooperation with Frequentis." said Avinor Air Navigation Services CEO, Anders Kirsebom
Frequentis will partner with industry-leading UTM technology provider, Altitude Angel, for the deployment of the UTM solution, which will provide Norway's Avinor Air Navigation Services with a technically advanced UTM solution. This will allow the organisation to begin safely integrating drones into controlled airspace at 18 airports across Norway. Norway will be the first country in the Nordic region to implement a UTM system, highlighting Avinor Air Navigation Services' dedication to the industry. Being at the forefront of the drone development, the technically advanced UTM solution will provide Avinor Air Navigation Services the means to accelerate safe integration of drones and help to further increase the use of this technology in Norwegian airspace for years to come.
During Frequentis' initial three-year contract, with an extra option for one + one years, the company will provide Avinor Air Navigation Services with several products and services to facilitate the safe integration of drones into Avinor Air Navigation Services' controlled airspace. These products and services include an ATM-grade Flight Information Management System (FIMS), a foundation of U- Space services that enables Avinor ANS to open Norwegian airspace to commercial drone use, as well as a drone registration system and web and mobile flight planning application. The joint Altitude Angel/Frequentis UTM solution is highly scalable and will build the structure to allow the safe integration of UAVs into controlled airspace, supporting Norway's commitment to the countries drone strategy.
#1113.ATC2

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