



## INFORMASJON FRA ATM NORGE

Nyhetsbrev februar 2015

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*Februar har ikke bydd på store nyheter fra norsk ATM industri – vinterferien har kanskje noe av skylden? Vi benytter derfor anledningen til igjen å minne om vårens konferanse:*

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### *ATM Konferansen 2015 Bedre ATM effektivitet til redusert kost – en utopi?*

*Hold av datoen:  
Oslo 19.5.2015*

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*For alle som er opptatt av utviklingen innenfor "Remote Tower", kan oppdateringen vi har hentet fra SESAR eNews #48 være interessant:*

SESAR's Solution on Remote Tower goes one step further.

At the end of 2014, after 8 years of development and the publication of the [Single Remote Tower Services SESAR Solution](#), the Swedish Transport Agency granted operational approval to LFV for the Sundsvall Remote Tower Centre to provide air traffic services for Örnsköldsvik airport. This is the first approved application of remote tower technology in the world. But this is only a first step to more ambitious concepts under development in SESAR: remote tower operations for multiple airports.



As part of Release 4 activities, in mid-2014, DFS and LFV made a first assessment of the feasibility and technical maturity of the provision of air traffic services to multiple airports using remote tower technology in two validation exercises. This was complemented by another exercise, which took place in November 2014, whereby a shadow mode trial was performed by Avinor in Bodø, Norway to provide Aerodrome Flight Information Service (AFIS) to two airfields located in the Lofoten Islands, Værøy heliport and Røst aerodrome, around 100km away from Bodø. The system provided by SAAB consists of 14 52" LCD screens allowing a high-resolution panoramic view up to 360° of each airfield fed by 14 HD

cameras on each airfield. It is complemented by images provided by pan-tilt-zoom (PTZ) and infra-red cameras and overlay information (wind rose, RVR, outline of runway and buildings, etc.)

When asked for initial feedback and impressions on the exercise, **Lasse Ørnebakk, Avinor's Exercise Coordinator**, said: *"The test went way beyond the expectations of each and every participant. Even those who were skeptical before the trial can now claim that the solution is feasible. The Norwegian authority personnel that participated were also positive about the concept. This validation exercise has also helped us to detect some further areas of improvement for the future."*

A detailed validation report addressing these points for improvement will soon be available.

- See more at:

<http://www.sesarju.eu/newsroom/all-news/remote-tower-closer-reality#sthash.M1JndcDQ.dpuf>

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

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### **Algiers will get a new terminal with a capacity to accommodate 10 million passengers annually,**

according to Tahar Allache, President of Houari-Boumediene International Airport (ALG). After commissioning the new terminal, the airport could handle 16 million passengers annually by 2018. Studies for the project have been completed and bids will be opened by March 2015. Designed by U.K. architects Llewelyn Davies and Algerian company BREA, the new terminal will raise the gateway's capacity from 6 million to 10 million passengers annually when it opens in early 2015. Because of the scope of the project, only foreign contractors have been preselected, but they will work in consortia with local companies. The project includes a new control tower to optimize 120 to 160 daily flight operations with a maximum of safety. New taxiways, apron spaces, and access roads are also due to be added as part of the USD 330 million upgrade awarded to 'Terminal Ouest'. The group is led by Prointec, the infrastructure and engineering subsidiary of Spain's **Indra Sistemas**. #994.15

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### **The Civil Aviation Authority of the Philippines (CAAP) has successfully commissioned the upgraded air traffic management (ATM) system at Ninoy Aquino International Airport (NAIA).**

Replacing the ageing Eurocat system deployed in 1996, the USD \$3.59 million ATM upgrade is capable of managing arriving and departing air traffic from about 250 nm, as well as preventing frequent outages resulting in flights being cancelled or diverted or delayed, mainly during the rainy season. CASA said in a statement: "The improvement is essential for CAAP because the next-generation satellite-based communications, navigation, surveillance/air traffic management (CNS/ATM) project that was signed during the previous administration was delayed and would not be in place until the end of 2016." Further, the system would deliver stable and efficient traffic over Philippine airspace until NAIA completely transitions the CNS/ATM project. Built in collaboration between **Thales** Australia and Pacific Hemisphere Development, the CNS/ATM technology integrates a computer-based flight data processing system that allows aircraft operators to comply with their scheduled arrival and departure times. Using CNS/ATM technology, aircraft transponders can communicate with satellite signals, using the transponder transmissions to accurately determine the aircraft location. #993.ATC2

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## **In January 2015, Helsinki Airport in Finland inaugurated a new Air Traffic Control Centre (ATCC), bringing together many of the functions essential for air traffic.**

In addition to approach control and area control functions, the centre covers rescue coordination functions and briefing services. The unit is to be staffed by 180 professionals. The ATCC handles both the air traffic at Helsinki Airport and that between Finnish airports, along with all flights through Finnish airspace.

This ATCC enhances the safety of all traffic still further since controllers can now utilize a complete set of backup facilities for all functions - aerodrome control, approach control, and area control. One of the aims in the new centre's planning was to create an integrated unit that is as efficient as possible in the context seen in Finland. At the same time, ensuring that the safety of all air traffic remains optimal was imperative.

Finland has two air traffic control centers - one at Helsinki Airport and the other in Tampere. Some functions were transferred from the Tampere centre to Helsinki Airport in January 2015, and the decision on whether to continue two-city operations are scheduled for 2018. #993.ATC4

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## **The EU's TEN-T Programme will invest almost EUR 2 million in studies towards common European centralized air control services, with the aim of improving their performance.**

The studies will prepare the development and operations of the Eurocontrol Centralized Services (CS), a pan-European approach to a wide range of currently fragmented air control services. These include such activities as flight planning, information and radio frequency management, tracking and data communication. The project is part of a larger action preparing the regulatory and development aspects of the Single European Sky initiative (SES), which aims to increase Europe's airspace capacity, reduce the risk of accidents and the environmental impact of flights and cut the costs for passengers. It will contribute to the deployment of SESAR, the EU's research programme for the modernization of European air traffic management.

The project was selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority 'Air Traffic Management'. Its implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency. The project is to be completed by the end of 2015. #994.ATC5

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