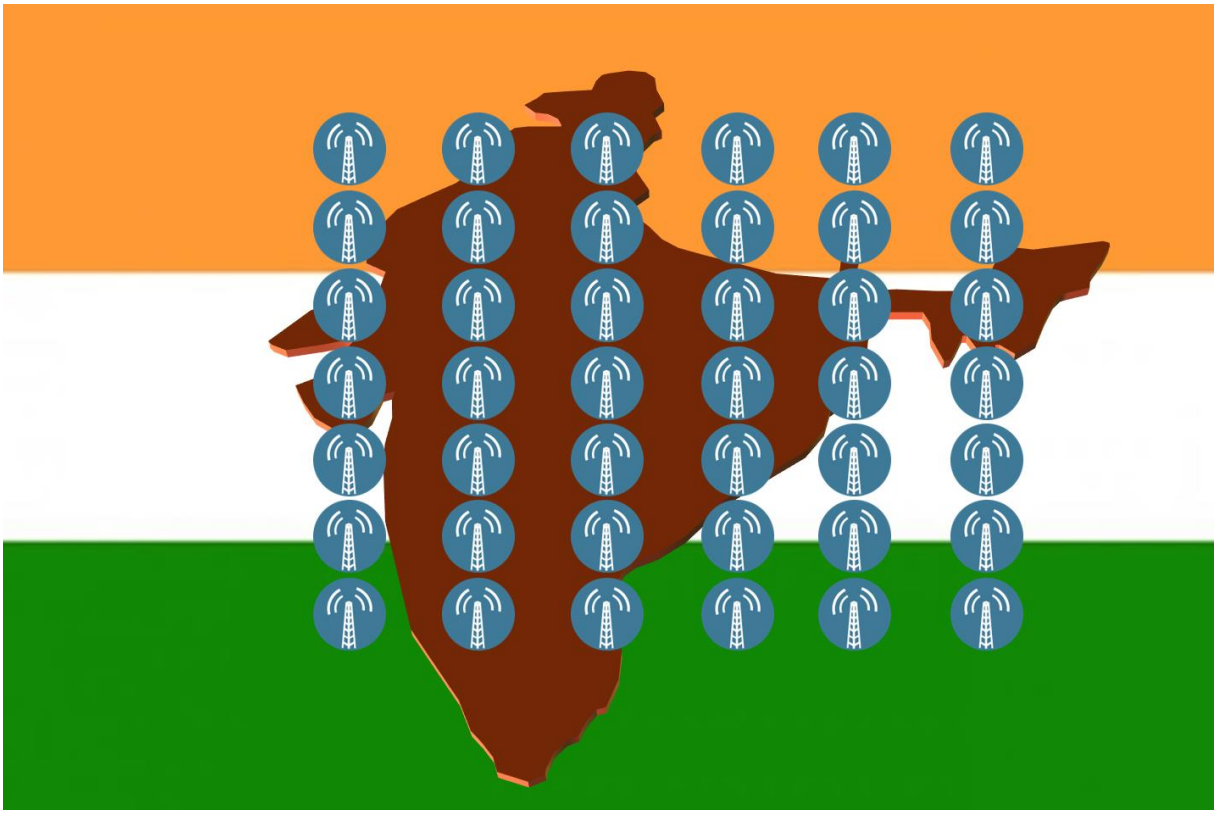
INFORMASJON FRA ATM NORGE

Nyhetsbrev Oktober 2020

2020 har ikke blitt helt som vi hadde håpet, men etter en lengre "Coronapause" startet vi opp igjen utgivelsen av nyhetsbrevene fra ATM Norge i forrige måned, noe vi håper å kunne fortsette med også i månedene som kommer. Vi registrerer at mye positivt har skjedd også i denne pausen, og vi er glade for å kunne fortsette med å bringe interessante nyheter fra norsk ATM industri.

Nytt fra ACAMS AS

ACAMS ATIS takes India



ACAMS to supply a total of 42 ATIS systems to India

ACAMS is pleased to announce that the company over the last 36 months has secured contracts for the delivery of a total of forty-two (42) ATIS systems to India. Some systems are

now commissioned, and others are under installation at the airports following successful Factory Acceptance Tests and the New Delhi Site Acceptance Test. The end user is Airports Authority of India (AAI)

ACAMS provides a standardized system architecture on COTS hardware which facilitates flexible use of the systems at most AAI's airports.

Each system for AAI typically comprises 2 Workstations, 1 system monitoring position and dualized servers. All systems can provide both Voice-ATIS (for transmission by analogue and/or digital radio) and Datalink-ATIS

The contracts are secured in close cooperation with the local Indian company Three D Integrated Solutions Ltd. The company specializes in the domain of Civil Aviation and Defense industry, offering wide range of mission critical airport related products and services at 33 Civil and 59 Defense airports. The group is well supported by over 900+ qualified professionals.

The ACAMS ATIS automatically generates voice messages based on data and manual input. The user-friendly HMI allows the message to be composed with a minimum of operator input. Parameters monitored by the system are automatically extracted from the ACAMS real time database. Other standard information is added simply by entering the parameter values and the system will generate the complete message automatically. ATIS message in data format may be distributed to other ATC systems and to ACARS-equipped aircrafts through a datalink service provider's network.

ACAMS ATIS range includes single PC solutions to fully redundant multi-workstation systems. ACAMS also provides VOLMET systems and systems for country-wide Datalink ATIS management.

Nytt fra AVINOR AS

Avinor åpnet det som blir verdens største tårnsenter i Bodø tirsdag 20. oktober 2020.

Luftfart er avgjørende for bosetting, verdiskapning, reiseliv, helsevesenet, utdanning, idrett og kultur i Norge. Remote Towers vil være et viktig system for å støtte opp under en bærekraftig luftfartsstruktur, som kommer hele landet til gode. Det er gledelig å se at solide norske selskaper som Avinor og KONGSBERG samarbeider på tvers av sektorer, og at de benytter komplementerende fagkunnskaper til å etablere et system som styrker infrastrukturen i Norge. Digitalisering er et viktig element for å omstille Norge, og vi er glade for at luftfartsbransjen går foran med dette, sier samferdselsminister Knut-Arild Hareide.

-Dette er starten på en ny æra for luftfarten. Avinors samfunnsoppdrag er å binde landet sammen. Gjennom innovasjon og ny teknologi utvikler Avinor løsninger som er mer effektive og bærekraftige, som kommer flyselskaper, passasjerer og hele det norske samfunnet til gode. Fjernstyrte tårn vil gjøre luftfarten både tryggere og mer robust gjennom å utnytte avansert teknologi. Vi har allerede to tårn i operativ drift ved henholdsvis Røst og Vardø, og vil i løpet av de neste to årene rulle ut ytterligere 13 tårn her ved tårnsenteret i Bodø, sier konsernsjef Dag Falk-Petersen i Avinor.

Avinor gjennomfører en rekke tiltak for å modernisere og effektivisere virksomheten og for å legge til rette for fortsatt vekst i luftfarten. Avinor innførte fjernstyrt tårntjeneste ved Røst lufthavn 19. oktober 2019 sammen med leverandørene Kongsberg Defence & Aerospace og Indra. Fjernstyrte tårn vil i første omgang rulles ut på totalt 15 lufthavner i Norge. I det nye tårnsenteret i Bodø vil seks lufthavner være i operativ drift fra sommeren 2021. Dette blir da verdens største fjernstyrte tårnsenter. En videre satsing forventes å omfatte flere av Avinors lufthavner.

- Avinors fjernstyrte tårnsenter blir et verdensledende senter. Vi opplever stor interesse fra den internasjonale luftfartsbransjen, som ser at løsningen både er effektiv, sikker og et fremskritt teknologisk sett. Vi ser frem til å bruke erfaringene fra operativ drift her i Norge til å kommersialisere teknologien sammen med KONGSBERG fremover, sier Falk-Petersen.

-Fjernstyrte lufttårn er en imponerende norsk innovasjon med høy samfunns- og beredskapsnytte. Ved å kombinere visjonene, kunnskapen og kompetansen til Avinor – med kompetansen og teknologien til KONGSBERG og Ninox-teamet, er jeg stolt at vi kan skrive ny luftfartshistorie. Løsningen har stort potensiale og jeg ser frem til at vi sammen med Avinor vil bidra til neste generasjons flysikkerhet, sier Geir Håøy, konsernsjef i Kongsberg Gruppen.

Fjernstyrte tårn testes av Luftforsvaret i Norge

Luftforsvaret har siden 2019 samarbeidet med Avinor om å teste Remote Towers-løsningen for militært bruk i Norge.

- Digitaliseringen med fjernstyrte tårnsentre er spennende, og vil være med på å utvikle framtidens luftfart. Vi samarbeider allerede med Avinor om å utvikle en løsning som kan ivareta både sivile og militære behov ved våre baser og flystasjoner. Fjernstyrte tårntjenester kan bidra til å sikre nødvendige lufttrafikktjenester i hele konfliktspekteret fra fred til krig, sier generalmajor Tonje Skinnarland, sjef Luftforsvaret.

Nytt fra SINTEF

Hvor sannsynlig er det at norske rutefly er nullutslippsfly innen 10 år? Og hvem vil være drivkraften for å få til teknologisprangene som er nødvendig for å komme dit? SINTEF mener norsk industri må melde seg på nå for å delta i den spennende teknologiutviklingen som skjer og dermed bidra til å sikre at deler av verdiskapningen skjer i Norge. EUs partnerskap innen Clean Aviation er nylig etablert og nå søker de både etter gode ideer og flere partnere. Dette er en unik mulighet både for norske forskningsmiljøer, luftfartsbransjen og ikke minst norske bedrifter.

Den 14.oktober arrangerte SINTEF et «Webinar» over dette temaet. Det var god deltagelse, med nærmere 100 påloggede deltagere. Dersom du ikke var en av disse, eller ønsker å se presentasjonene på nytt, kan du benytte denne lenken for å laste ned presentasjonene til opptaket av arrangementet.

News from Momberger Airport Information - www.mombergerairport.info

The next-generation landing system, Normarc GBAS by Indra, is reported to provide more flexible flight patterns when aircraft approach the airport, such as continuous descent, steeper and shorter approaches. This reduces flight time, fuel burn, CO2 emissions and noise pollution, benefiting the environment and saving costs for airlines that are severely affected by the covid-19 pandemic. The landing system also reduces airports' maintenance costs as a single system is sufficient to cover all runways. Digitalisation is key in handling the impact of covid-19 for companies in most sectors, and the air traffic industry is no exception. Satellite-based landing systems is one of the technologies with potential to improve cost efficiency in the longer term and should be implemented by airports adjusting to the new reality requiring greater flexibility. The technology allows for airports to increase capacity when the market recovers. At the same time, communities located near the airport will benefit from reductions in flight noise. Aircraft can fly higher when approaching the airport, and as landings become steeper, fewer areas are affected by noise. This may open for the possibility of building residential areas in locations that were previously considered unfit for living due to noise or reduce the need for noise abatement measures in existing residential areas. A GBAS GAST D ground station consists of GPS sensors, a processing section and VHF Data Broadcast Units that transmit data to approaching aircraft. A single system has capacity of handling up to 48 diverse approaches simultaneously, covering all runway ends and helipads of an airport. Test stations are installed at several airports. The latest inclusion is Tenerife Norte Airport (TFN) in Spain, where Indra and Spanish ANSP ENAIRE are working to validate the system's performance in equatorial regions. #1129.ATC3

Avinor Air Navigation Services in Norway has gone live with Airways International's TotalControl simulator at Oslo Airport (OSL), after successfully completing remote site acceptance testing (SAT). With border restrictions still in place due to Covid-19, travel to Norway wasn't possible for New Zealand's Airways International Ltd (AIL). The key challenge was to meet a 1 October 2020 go-live date for the simulator and enable Avinor ANS to commence their training as air traffic ramped up again. Creative solutions were needed by AIL to meet this challenge. A Covid-19 mitigation plan was enacted which included remotely performing factory acceptance testing; AIL specialists guiding local

technicians through the installation of hardware from New Zealand; using AIL's bespoke virtual platform Airways Knowledge Online (AKO) to deliver training to the Avinor ANS team; and undertaking SAT remotely. The Oslo simulator is the first to be installed as part of a major contract between Airways International and Avinor ANS to install six air traffic control tower simulators and four surveillance simulators across six sites throughout Norway. Six mobile simulators will also be provided, and a five-year contract for simulator licence, support and maintenance has been signed. Airways' TotalControl is claimed to be one of the most realistic and flexible simulation platforms on the market, with real-world tower graphics utilising TotalControl's leading-edge TrueView technology. #1129.ATC9

SESAR Deployment Manager (SDM) has launched a new website as part of its ongoing support to Air Traffic Management (ATM) modernisation in Europe. The portal includes news and information on SESAR deployment in Europe and all involved stakeholders, showcases all 343 SESAR deployment ATM modernisation projects out of which close to 150 are completed, and explains their benefits to the European passengers, citizens, and economy. It also powers an online private community platform where deployment stakeholders can interact 24/7 on modernisation challenges and topics and continue supporting and motivating each other while getting the latest information, guidance, and support from the SESAR Deployment Manager. The new website aims to consolidate all deployment realisations so far and the ongoing efforts being translated into benefits and supporting the ongoing journey of ATM modernisation under coordination of the Deployment Manager. "The site puts the implementing partners, projects, and benefits in the spotlight and shines a light on the fact that European ATM modernisation is being successfully delivered by working together," said Nicolas Warinsko, General Manager of SESAR Deployment Manager, adding: "It enables us to present actual deployment results and related benefits to a wide audience, as well as keeping all stakeholders mobilised during these difficult times." To visit the new website, go to http://www.sesardeploymentmanager.eu #1130.ATC5

Menorca Airport in Spain has selected Kongsberg, along with Madrid-based Gesnaer Consulting and Avinor Air Navigation Services, to provide an advanced remote tower system for air traffic control.
The Kongsberg advanced remote tower system is equipped with a 360° panorama high-resolution camera system for live out the window views. The system also comprises a pan-tilt-zoom camera for the controller's binocular functions. It can be extended to control multiple airports from the same control centre. The Electro-Optical Sensor Suite's design includes a rotating platform that houses an infrared camera, a laser range finder and a signalling light. High-resolution monitors provide the digital out the window view for the controllers.
At present, Kongsberg and Avinor Air Navigation Services are working on the Ninox programme, which has 15 different airports operated from a new control centre in Bodø, Norway. Avinor Air Navigation Services CEO Anders Kirsebom said: "The combination of our companies' expertise within aviation operations and technology coupled with our experience from the Norwegian NINOX programme will enable us to provide the best system for the Menorca airport." The system is expected to be delivered next year. Gesnaer Consulting will implement and execute the project for AENA.
Meanwhile, Avinor has opened the new remote towers centre in Bodø, north of the Arctic Circle, Norway. The world's largest remote towers centre, which is a result of the collaboration between Avinor and Kongsberg, is set to play a key role in maintaining a sustainable aviation structure in the future. Avinor and Kongsberg used complementing areas of expertise to build the system, which will strengthen the aviation sector. At the official opening, Norwegian Minister of Transport and Communications, Knut Arild Hareide, said: "Digitalisation is an important part of Norway's future and we are pleased that the aviation sector leads the way in this regard." In 2019, the first tower in Norway to be run through the

remote tower technology was launched. Three more are planned to be implemented in 2020, and by the end of 2022 a total of 15 airports in Norway will have been equipped with this technology. #1131.ATC3

ATM Norge Sekretariatet Toralv Grevle www.atm-norway.no	tgrevle@getmail.no Mob: (+47) 40 43 68 67