



INFORMASJON FRA ATM NORGE

Nyhetsbrev mars 2015

Februar og Mars har vært preget av forberedelser til



World ATM Congress 2015

Operated by CANSO in association with ATCA

...som åpnet 10.mars. De fleste (alle?) av våre medlemsbedrifter har deltatt med egne stands/paviljonger, og vi håper på interessante nyheter derfra i tiden som kommer. Konferansen avholdes hvert år i Madrid, og årets utgave er den 3. i rekken. I løpet av disse årene har World ATM Congress vokst til å bli den største "air traffic management" utstillingen i verden.

Nytt fra Indra Navia:

New contracts for Indra Navia ATM systems at Catumbela Airport, Angola. The company is also expanding in China.

The company has recently signed contracts for NORMARC ILS and GAREX Voice Communication Control Systems for this sea-side airport. These contracts, together with installations already well established in the French speaking countries and South



Africa, show the company's strong presence in Africa. The Chinese ILS market is also growing with new NORMARC contracts. The company has nearly 300 ILS installations in China. In March, Indra Navia will arrange an ILS Work Shop for Chinese key customers to maintain this very good relationship.

Norway's ANSP, Avinor Air Navigation Services, recently hosted ANSPs, airport operators and airlines at a conference in Oslo to learn more and share experiences from implementation of the point merge system for arrival operations at airports.

The conference highlighted experiences from developing and implementing the sequencing arrival flow method, giving participants a greater understanding of how Point Merge can provide relief to congested and strained capacity airports worldwide. Rather than using traditional holding stacks, the Point Merge system involves placing arriving aircraft onto defined equidistant arcs or tracks, from which they can make a continuous descent to the runway. Thereby, both the overall track miles flown by the aircraft and associated CO2 emissions can be reduced. The implementation of Point Merge for Oslo Airport Gardermoen was part of the comprehensive Oslo ASAP project (Advanced Sectorization and Automation Project), and the point merge arrival route system facilitated for an increase in capacity at Oslo Airport Gardermoen. In November 2014, **Avinor** ANS implemented the Southern **Norway** Airspace Project (SNAP) with Point Merge arrival sequencing systems for three additional airports to improve capacity and flight safety in airspace in the south-western part of **Norway**. The project entailed development of new continuous descent operations and continuous climb operations at 16 airports, including Point Merge structures for the larger airports Sola, Flesland and Værnes. #996.ATC13

Haptic Architects and Nordic Office of Architecture have been chosen for a new airport at Mo i Rana in northwest Norway.

The project for Norwegian airport authority **Avinor** will create a new gateway for tourists visiting the remote West Coast region which is famous for its midnight sun and northern lights. London and Oslo-based Haptic was chosen for the project after completing an initial feasibility study for the new airport in 2010. The practice has been developing the scheme as part of a team featuring **Norway's** largest studio – Nordic Office of Architecture. The airport will include a terminal building, control tower, service buildings and other associated structures. Haptic Director, Tomas Stokke, said: "This was one of the first projects we undertook at Haptic, so we are especially pleased to see it coming to fruition. It is a unique opportunity to create a brand new airport in an amazing location." The two firms are also working with Grimshaw on a new GBP 6 billion airport outside Istanbul, Turkey, which is planned to open in 2018. #996.CON2

HungaroControl has launched its first virtual project whereby controllers will manage departing and arriving traffic at Budapest from a remote tower by 2017.

The Hungarian ANSP has signed a deal with **INDRA Navia** for the installation of a complete Advanced Surface Movement Guidance and Control System (A-SMGCS) by March 2016 at Budapest Airport. An integrated radar and camera system will be provided by the **Norway**-based business, while Canada's Searidge Technologies will act as subcontractor as part of the USD 4.9 million project. The visualization of the aprons and both runways at Budapest airport, as well as flight information will be displayed on a video wall that will be tailored to meet controller needs. HungaroControl's concept of the virtual tower is targeted at air navigation services at medium- or large-sized airports. Kornél Szepessy, CEO of HungaroControl, said that in 2016 the ANSP would demonstrate its rTWR infrastructure on live traffic as part of a SESAR Large Scale Demonstration (Budapest 2.0) project. #996.ATC2

The Borealis Alliance of nine European ANSPs has launched a programme to deliver seamless and integrated free route airspace across the whole of Northern Europe by 2020.

Airlines and business aviation operators will in future be able to plan and take the most cost effective, fuel efficient and timely routes across the entire airspace managed by Borealis members rather than following pre-defined 'routes' within each member country's airspace, saving time, money and fuel. The programme will create free route airspace extending from the eastern boundary of the North Atlantic to the western boundary of Russian airspace in the North of Europe. The programme will build on work initiated through the three existing Functional Airspace Blocks (FABs) – the Danish-Swedish, U.K.-Ireland and North European FABs – and the North European Free Route Airspace (NEFRA) programme, but is voluntarily being expanded by the ANSPs to maximize the benefits for customers. The programme will build on the existing areas of free route airspace that already exist in Iceland, Ireland, Denmark and Sweden, with the airspace of Estonia, Finland, Latvia and **Norway** in 2015, and the particularly complex airspace of the U.K. in stages, starting from 2017. The interface with the oceanic airspace, beyond 2020, will also be considered as part of the programme. -- The Borealis Alliance covers the airspace of nine countries – Denmark, Estonia, Finland, Iceland, Ireland, Latvia, **Norway**, Sweden and the U.K. #995.ATC9

Icelandic Civil Aviation Administration, Isavia, has successfully taken Comsoft's Quadrant ADS B surveillance solution into operation, enhancing the safety, accuracy and surveillance coverage of Iceland's control area of 5.4 km².

Isavia manages one of the largest airspaces in the world from the North Pole almost to Scotland, and from the Greenwich Meridian in the East to west of Greenland. Quadrant ADS-B ground stations from Comsoft are now fully operational throughout Iceland and this new surveillance layer is considered an important step towards performance based navigation in this region. Further ADS-B surveillance for Greenland and the Faroe Islands, supplied by **Saab**, has also been integrated to create a transatlantic surveillance corridor that allows a reduction of aircraft separation, and thus fewer restrictions on aircraft routing and altitude compared to oceanic separation.

The new Icelandic ADS-B ground system will provide air traffic controllers with highly accurate and more frequent aircraft position information. Additionally Comsoft deployed ARTAS, which is now one of the most advanced and well-established surveillance data processing systems in the world and its ability to act as an enabler for ADS-B and WAM makes it an important technology for the future of air traffic management. #996.ATC1

ATM Norge
Sekretariatet
Torolv Grevle

tgrevle@getmail.no

Mob: (+47) 40 43 68 67

www.atm-norway.no