



BEATA Seminar on Aviation in Barents

11 March 2020

Hotel Radisson BLU, Bodø

The Norwegian Chair of the Steering Committee of Barents Euro-Arctic Transport Area (BEATA) cordially invites decision makers at the national and regional levels, aviation experts and representatives from the aviation industry to a seminar in Bodø 11 March 2020. The seminar is held back to back with the first meeting of the Steering Committee on 12 March 2020. All participants are invited to an informal dinner at 20:00 on March 10.

You will find information on accommodation and registration in a separate document attached to this invitation. Please note that in order to enjoy the discounted room rate at Radisson BLU Hotel in Bodø you have to register to the Norwegian Ministry of Transport by 10 February at the latest.

Aviation in Barents

The Barents region is characterised by large distances and challenging topography. Aviation is vital for connectivity in the area and for settlement, value creation, tourism, the health system, education, sports and culture.

Aviation is important for regional growth and contribute to making regional centres accessible. It also plays a key role in a decentralised education system. Aviation is of utmost importance for the health sector: In Norway more than 30,000 ambulance journeys are made by air every year. The hospital structure in Northern Norway is for example largely based on the availability of air transport.

Aviation plays a key role in the region`s development of tourism and is becoming increasingly important. The number of tourists is growing every year and aviation is particularly important in the efforts to develop year-round tourism.

Aviation is causing CO2 emissions and other emissions. Reducing these emissions is task no 1 for the industry as well as governments. Electrification of aviation is in its initial phases, the Norwegian BEATA chairmanship would like to put focus on current ambitions and projects.

We hope the seminar will attract decision makers within aviation in the Barents area and that the seminar will lead to relevant information sharing, inspiration and enforced cooperation.

Perspectives on Aviation in Barents

The Norwegian Ministry of Transport is using public procurement processes in order to ensure air services to smaller airports and to provide business and the public with proper air connectivity to the national air transport network and regional hubs. One of the elements in the recent regional reform in Norway is transferring the public procurement of aviation services from the Ministry of Transport to the county administrations.

We are interested in how the neighbouring countries are regarding the role of aviation in their Northern regions and how they are dealing with public service obligations. We also welcome perspectives on how to contribute to growth in tourism by improving aviation connectivity in the area.

The last part in this section is a discussion about the challenges we share and what we can do together for developing aviation in the Barents region. Can we identify some joint issues and seek cooperation to deal with them? Will the Barents cooperation be a relevant structure to follow up or are their other arenas more suitable?

Electrification of Aviation

The ambition of Avinor is to make Norway a world leader in electric aviation. Short routes are flown between the extensive network of airports with relatively few passengers per flight. This makes Norway well suited to test the first commercial electric aircraft, which are expected to have limited range and capacity. Avinor hopes to make Norway the first country where electric aircraft account for a significant share of the market, and is aiming at electrifying all Norwegian domestic flights by 2040. Future electric aircrafts will be purchased by the airlines when available in the market.

Avinor and Civil Aviation Authority(CAA) will inform the seminar about status and proposals for electrification of aviation. Avinor's role is operating the airports and providing the required infrastructure. In addition, the Norwegian government has tasked Avinor, together with CAA Norway with developing a proposal for a programme for the introduction of electric aircraft in Norway. This will involve an evaluation of possible incentives required to make the electrification of commercial air traffic a success. In addition, Avinor and the CAA will consider other key consequences, such as possible conflicts between objectives, consequences for the climate and environment, and the effect on competition in Norwegian air transport market.

CAA Norway and the EU-agency for aviation safety (EASA) have concluded a agreement which will accelerate work on electrifying aviation. The agreement covers technology, the regulatory framework and other preparations for phasing in electric passenger planes.

Remote Control Towers

Avinor is introducing remote tower services which will be operated from a tower centre in Bodø. By the end of 2020, a total of 15 towers will be remotely operated. The aim of this investment is to improve the quality and efficiency of airport

operations. Remote towers are required to provide a service which is at least as safe, or is even safer than the present service. Many of the control towers in Norway are due for refurbishment or total replacement. Using remote towers will save some of these costs. Any changes in the aviation industry are regulated by strict safety rules and before remote towers are introduced, their services must be accepted by the Civil Aviation Authority Norway and there must be documentation to demonstrate that they offer a level of safety that is equal to or better than traditional towers. We will be introduced for this new concept hoping to be allowed a visit to the Control Centre in Bodø

Agenda

09:00	Introduction	
09:10	Welcome to Bodø	Bodø municipality
09:15	Aviation in Norway, ambitions & significance	Fredrik Birkheim Arnesen, Director General
09:30	Arctic Strategy 2040 for Avinor	Avinor
09:50	Q & A	
10:00–11:00	Perspectives on Aviation in Barents Russian Contribution 10 min Finnish Contribution 10 min Swedish Contribution 10 min Regional Contribution 10 min Joint Challenges, can we do more together?	Nordland County
11:00-11:15	Break	
11:15–12:30	Electrification of Aviation Status & timeline towards implementation Electrification seen from an airline perspective	Avinor & CAA Norway Avinor & CAA Norway Widerøe (tbc)
12:30-13:30	Lunch	
13:30-15:30	Remote Tower Services Presentation of the Project Visit to the Control Tower Centre	Avinor (tbc)