



Luftfartstilsynet
CIVIL AVIATION AUTHORITY - NORWAY

Økt konkurranse og globalisering i luftfarten – tilsynsmyndighetens rolle

Sikkerhetskonferansen 2017
Statens jernbanetilsyn

Wenche Olsen

Avdelingsdirektør
Fagavdelingen



Luftfartstilsynet
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Hvem er vi?





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Operatører

- 29 AOC
- 1 SPO
- 2 NCC
- 1 Allmennflyging

Flymedisinske senter

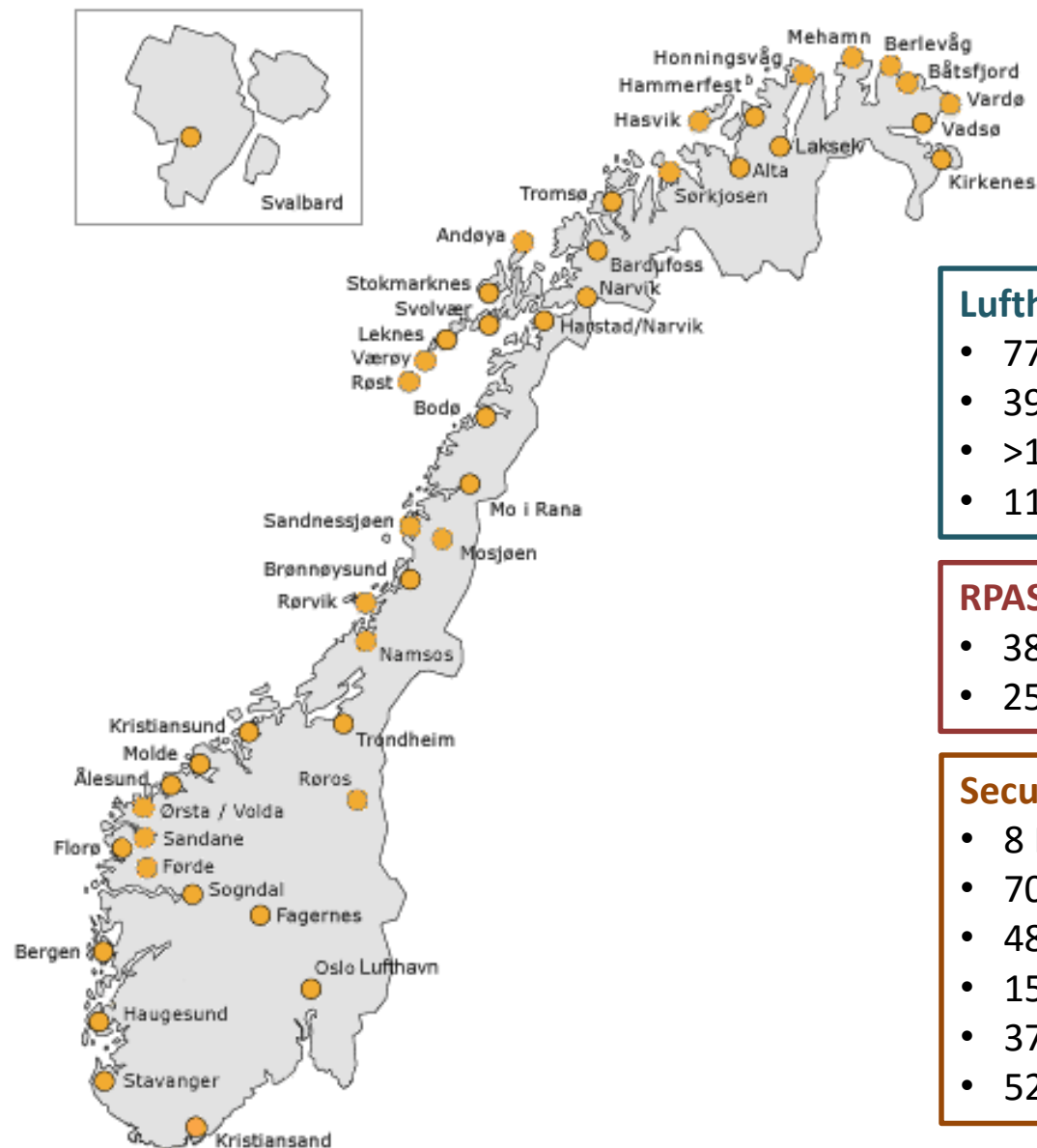
- 1 AeMC

Trening

- 16 training org ATO
- 17 Simulators FSTD
- 35 Registered Facilities
- 250 examiners

Luftdyktighet

- 38 CAMO
- 31 Aircraft maintenance org
- 9 MTO
- 4 POA



Lufthavner og ANS

- 77 lufthavner
- 39 heliports
- >100 offshore helideck
- 11 serviceproviders ANS

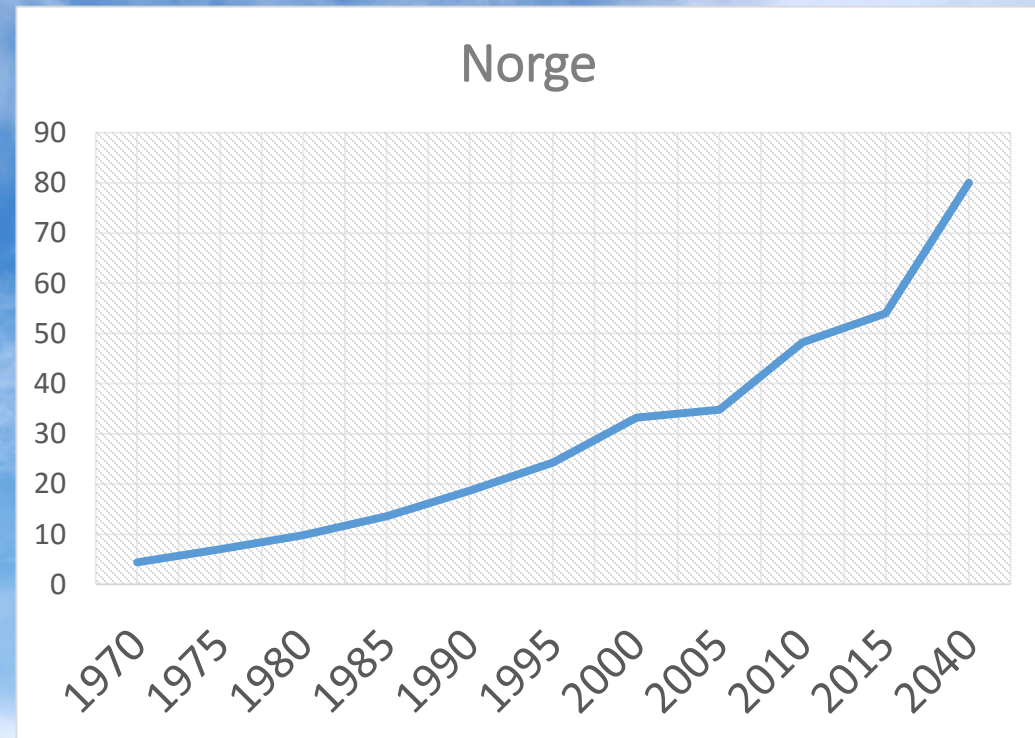
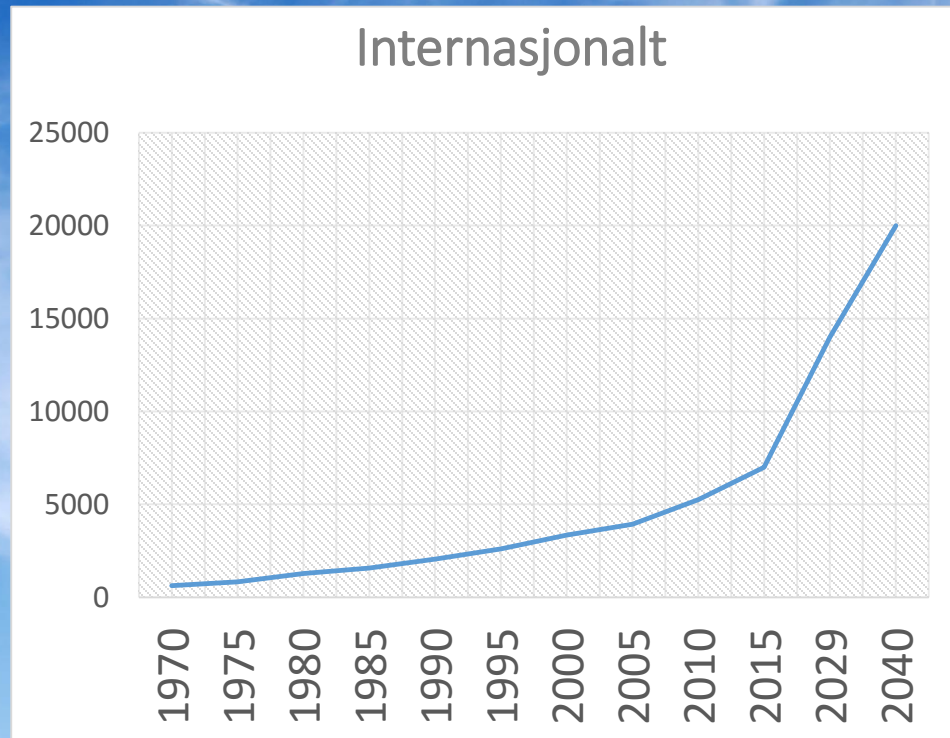
RPAS (droner)

- 384 godkjente operatører
- 2579 operatører

Security

- 8 National air carriers
- 70 International air carriers
- 48 Airports
- 150 Regulated agents
- 372 Known consignors
- 52 Certified instructors

Luftfarten i utvikling



Luftfartens totale betydning for Norges BNP er på 5 prosent.

Luftfart i endring

An aerial photograph of an airport terminal and tarmac. The terminal is a large, modern building with a grey facade and large glass windows. A green and white aircraft is parked at the gate, connected to a jet bridge. The tarmac is paved and has various ground service equipment. In the background, there is a runway, taxiway, and a body of water with mountains in the distance under a blue sky with white clouds.

- Organisatoriske endringer
- Teknologiske endringer
- Miljø
- Trusselbildet

Luftfart i endring - Organisatoriske endringer

- Globalisering
- Konkurransetsetting
- Outsourcing
- Bemanningselskap
- Wet lease

Luftfart i endring – teknologiske endringer

- Fjernstyrte tårn
- Droner
- Navigasjon

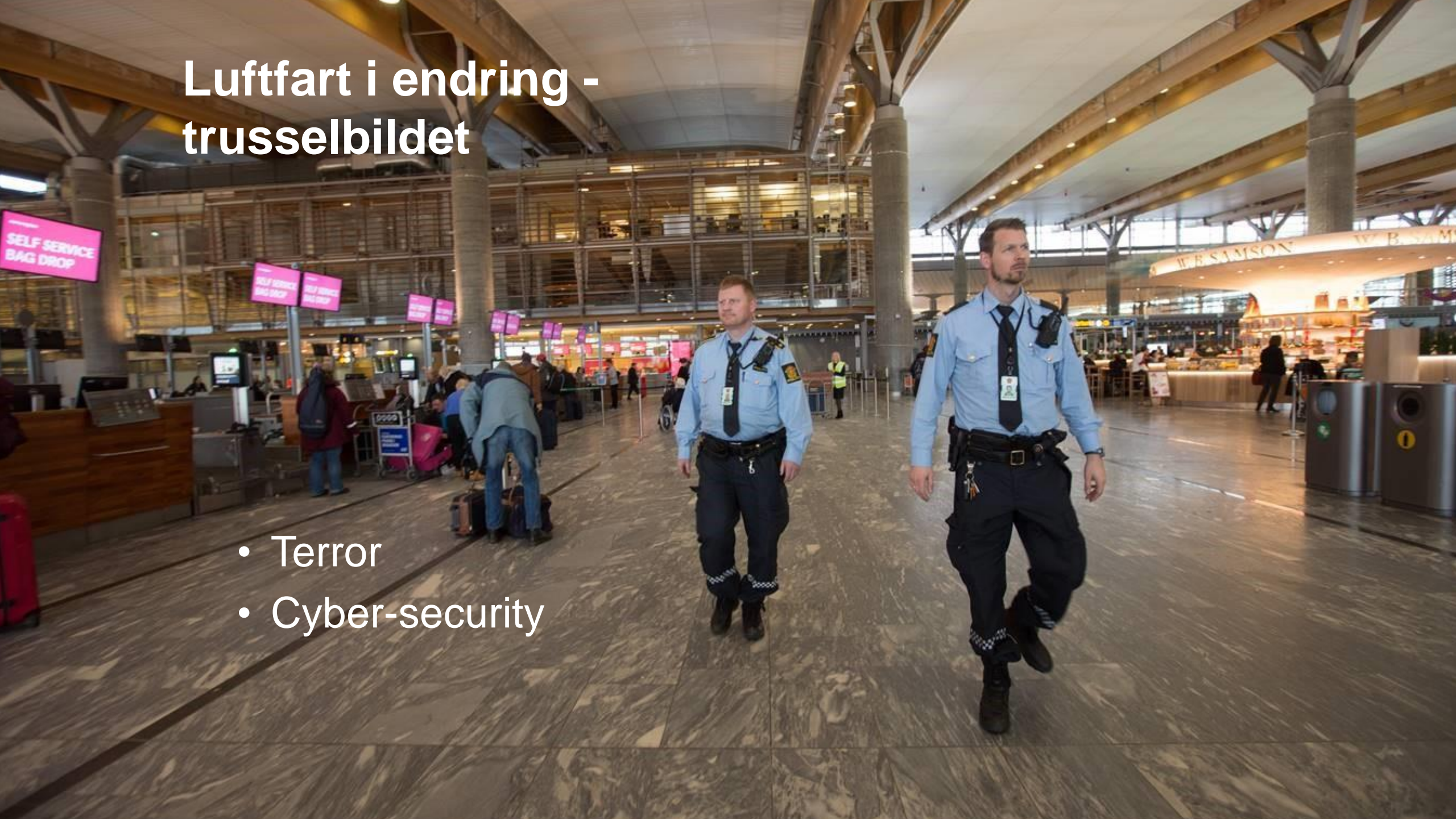
Luftfart i endring - miljø



- Elektriske fly
- Drivstoff
- Støy

Luftfart i endring - trusselbildet

- Terror
- Cyber-security





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Organisatoriske endringer



Nasjonale selskap



Globale selskap



norwegian



Faroe Islands
Shetland Islands (UK)
Wick
Aberdeen
Dundee
Edinburg
Newcastle
Glasgow
Belfast
Galway
Limerick
Cork
Dublin
Ireland
Liverpool
Leeds
Hall
Manchester
Sheffield
Birmingham
Cardiff
Norwich
London
Plymouth
Bristol
Southampton
Dover
Den Haag
Rotterdam
Amsterdam
Netherlands
Brussels
Köln
Dortmund
Leipzig
Dresden
Wrocław
Łódź
Poznań
Warsaw
Berlin
Hannover
Frankfurt
Nürnberg
Stuttgart
München
Vienna
Brno
Prague
Bratislava
Budapest
Zürich
Bern
Geneva
Lyon
Limoges
Paris
Orléans
Strasbourg
Nantes
Rennes
Le Havre
Lille
Brest

NORTH SEA
NORWAY
OSLO
Bergen
Stavanger
Kristiansand
Frederikshavn
Aalborg
Denmark
Aarhus
Copenhagen
Esbjerg
Flensburg
Kiel
Rostock
Hamburg
Bremen
Gdansk
Kaliningrad
Poland
Poznań
Warsaw
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SWEDEN
FINLAND
HELSINKI
Umeå
Luleå
Oulu
Kemi
Rovaniemi
Nellim
Kiruna
Narvik
Tromsø
Uppsala
Stockholm
Göteborg
Karlskrona
Malmö
Västerås
Östersund
Sundsvall
Tampere
Lahti
Kuopio
Petrozavodsk
Novgorod
Yaroslavl
Kazan
Moscow
Tula
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Kursk
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Saratov
Astrakhan
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Dnepropetrovsk
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ESTONIA
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Riga
Latvia
Rezekne
Daugavpils
Lithuania
Kaunas
Vilnius
Minsk
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RUSSIAN FEDERATION
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Teknologiske endringer

- Lufttrafikktenesten i Norge
- Monopol → konkurranse
- Konvensjonell → RVT





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Droner

Dronelek.no





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Utfordringer tilsynsmyndighet

- Regelverk følger ikke utviklingen
- Kompetanse
- Omstillingsvilje og -evne
- Kapasitet

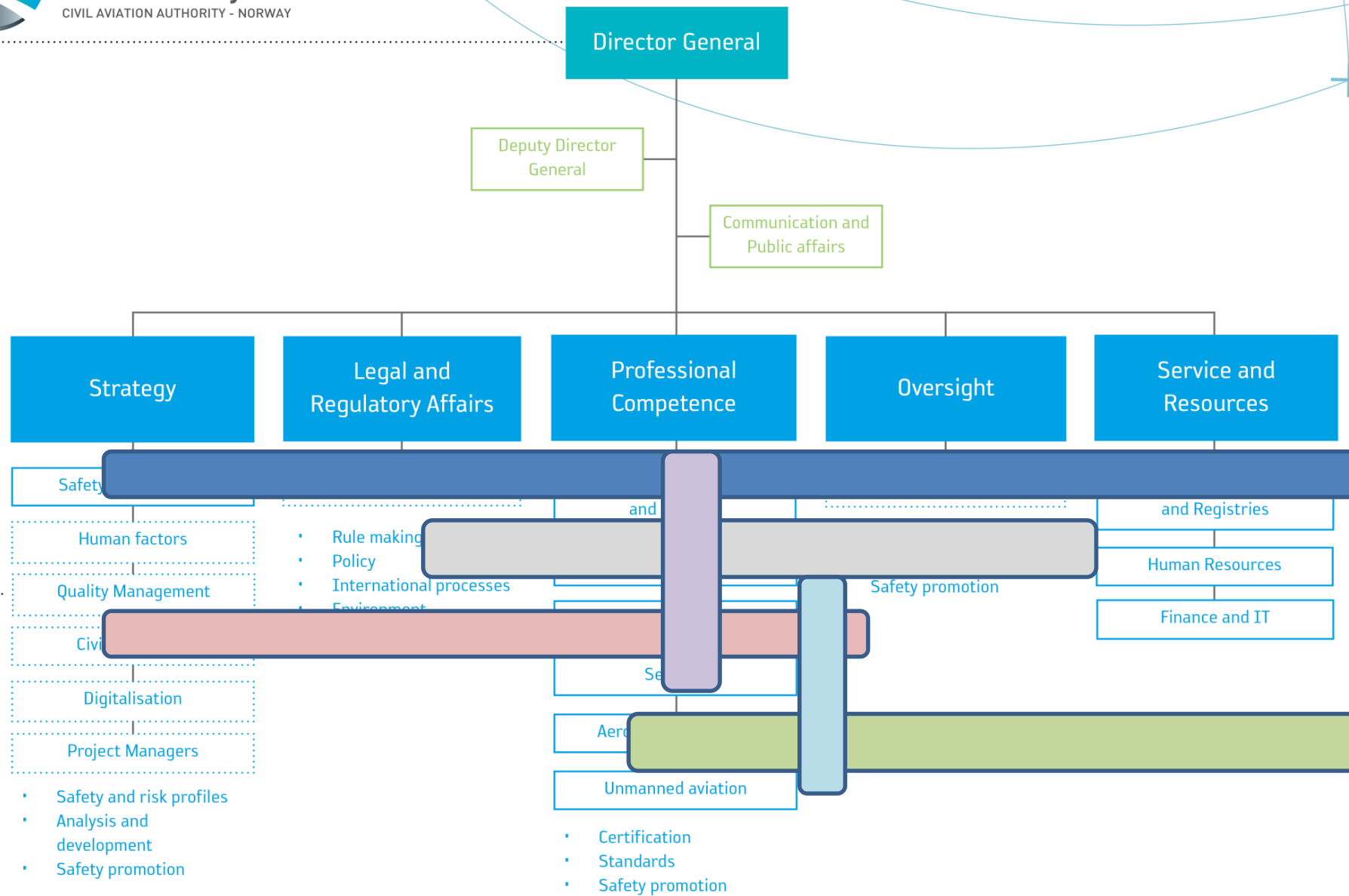


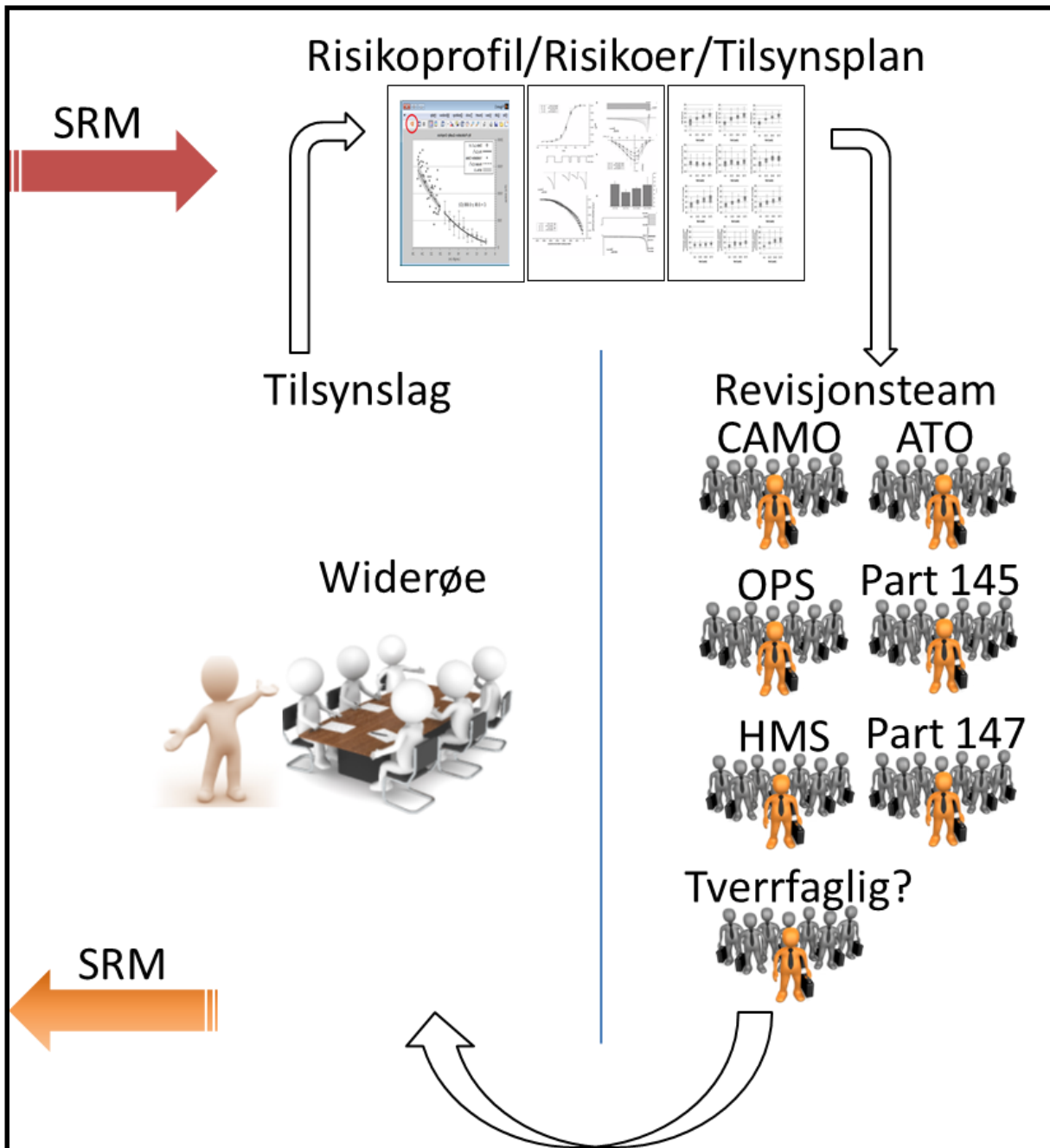


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Luftfartstilsynet i går







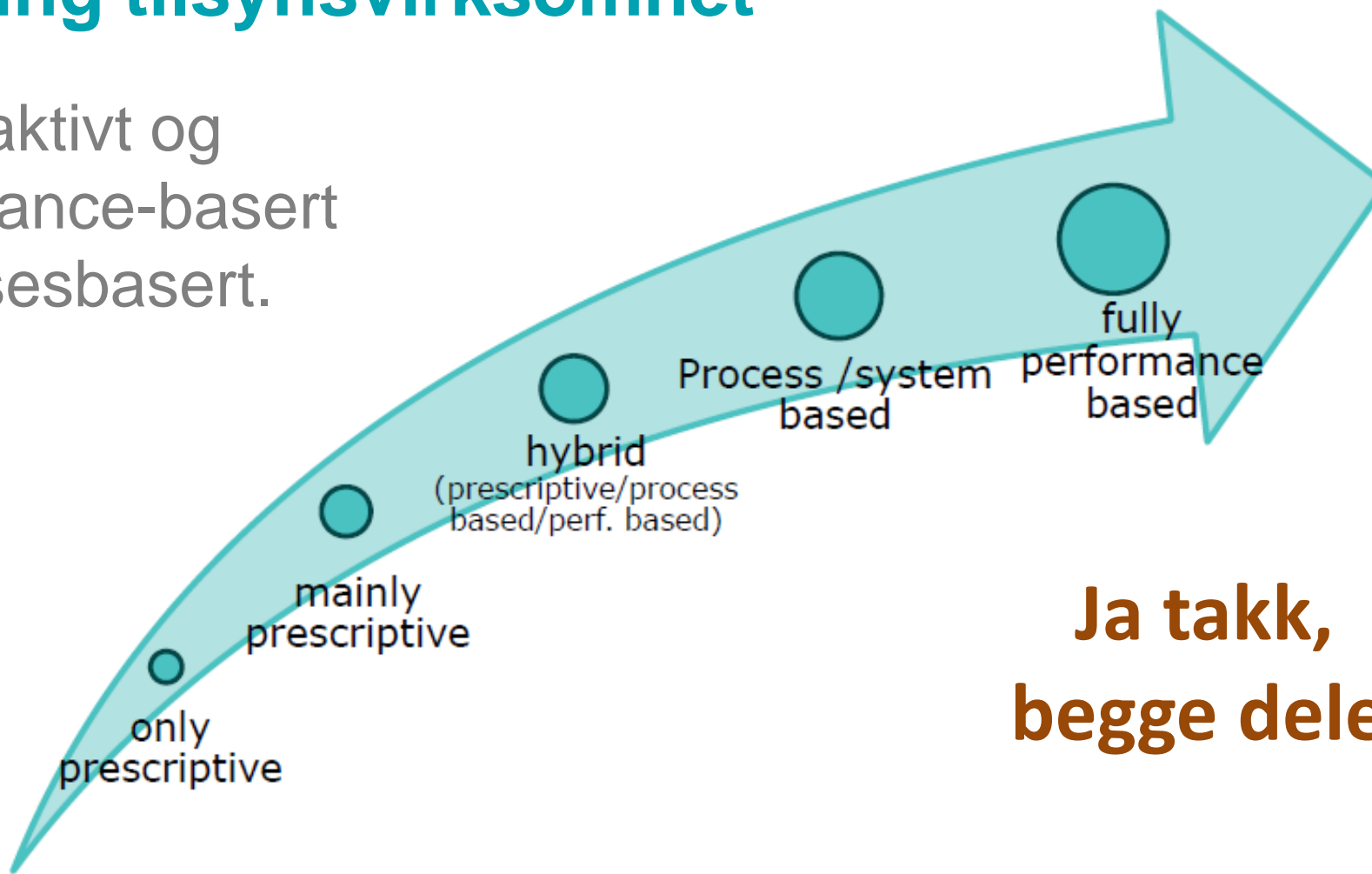
Risikoprofil indikatorer

1. Organisasjon
2. Kompleksitet
3. Tilsyn resultat
4. Management system
5. Kompetanse
6. Økonomi
7. Ulykker og hendelser
8. Annen informasjon



Utvikling tilsynsvirksomhet

Fra reaktivt og compliance-basert til ytelsesbasert.



**Ja takk,
begge deler**



Inspektørkompetanse - før

Teknisk
kompetanse

Operativ
kompetanse

Sertifikater

Flytimer

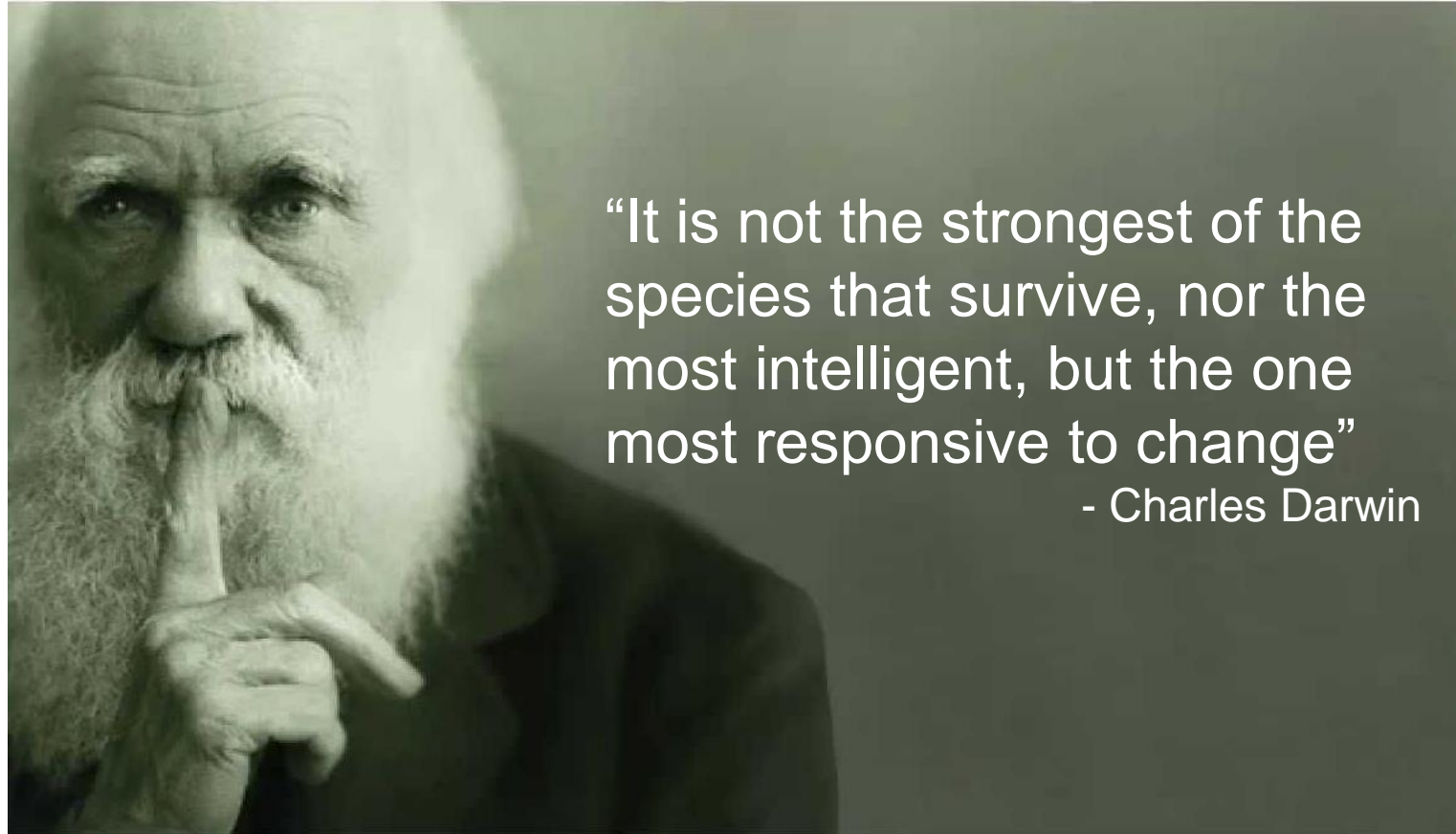
Forvaltnings-
kompetanse

Inspektørkompetanse - fremtid





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Takk for meg



LUFTFARTSKONFERANSEN 2018
Luftfartstilsynet

Fremtidens luftfart, konsekvenser for flysikkerhet

Bodø 31. jan – 1. feb