

Info from NALM/60, Noise subgroup Draft notes:

RADAR DATA USE IN NORDIC COUNTRIES

- a. Sweden: LFV (Swedish ANS) is the radar data provider, Swedavia is using ANOMS for flight track modelling and noise and track monitoring. Swedavia is using radar track smoothing function within ANOMS. Swedavia has started implementing CAT0062 feed, starting at GOT (Gothenburg Landvetter Airport).
- b. Denmark: Uses ANOMS as track monitoring system with CAT0062 at Copenhagen Airport with ground radar combined. 1 sec on ground 4 sec after takeoff. Provider is the ANS. Accuracy less than 100 m. At Roskilde Airport is Casper Flight monitoring web portal is being installed this summer. Accuracy to be determined.
- c. Estonia: Uses Topsonic as track monitoring system and complaint handling. There is two NMT:s connected. Considering making changes due to a lot of handwork to collate data. Radar data from ANS.
- d. Finland: Uses ANOMS as track monitoring system with CAT0062 radar data feed, Future including VAM. Finavia has pre-smoothing of radar data targets since ANOMS smoothing is not sufficient. Noise and tracking monitoring system was audited a few years ago, accuracy based on GPS-measurements are 55 m for arrival and 25 m for departure.
- e. Island: ISAVIA was not present at the meeting, but there was information that ANOMS is up and running
- f. Norway: Uses Topsonic for noise and track monitoring with CAT0062. Data origins from ground and local area radar. Feature in the system to delete one data point. There might be a split between Avinor Airports and ANS, unsure about who will own the radar in the future.