



## INFORMASJON FRA ATM NORGE

Nyhetsbrev august 2019

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### *Nytt fra Indra Navia AS:*

#### **NORMARC Ultrawide Localizer installed at Oslo Airport**

Avinor has installed Norway's first 32-elements localizer at Oslo Airport, a NORMARC Ultrawide Localizer from Indra, Asker. The localizer enables Avinor to upgrade runway 19L to categories II and III (low visibility) and reduce the separation between approaching aircraft. The 32-elements localizer increases runway and taxiway capacity by reducing the ILS sensitive areas. ILS sensitive areas are areas close to the runway where parking and/or movement of aircraft and other vehicles is controlled to prevent disturbances to the ILS signals.

The NORMARC Ultrawide Localizer is particularly suited for congested airports and is used by airports such as Heathrow and Zürich.



**NORMARC Ultrawide Localizer with 32 elements**

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**Vi minner igjen om åpen dag hos SINTEF Digital i Oslo 26/9**

**1000 – 1045 Welcome and introduction**

- Welcome, *Vice President M. Dalsmo (TBC)*
- SINTEF mobility initiative, *Beate Kvamstad-Lervold*
- Introduction, *Trond Bakken*

**1045 – 1115 Demo 1**

- Advanced Surface Routing and Safety Nets, *Markus Brachner*

**1115 – 1145 Coffee**

**1145 – 1215 Presentations**

- Measuring the effect of human performance on safety, environmental and economic inputs using advanced FDM (Flight Data Monitoring), *Stian Antonsen*
- AIRM, *Joe Gorman*
- IRIS, *Karin Bernsmed*

**1215 – 1245 Demo 2**

- Remote Tower enhancements, presentation + demo, *Oliver Barrowclough*

**1245 – 1330 Lunch**

**1330 – 1400 Demo 3**

- PJ 04 Enhanced Collaborative Airport Performance Management at Gardermoen, *Dag Kjenstad*

**1400 – 1415 Presentation**

- Helicopter safety studies, *Tony Kråkenes*

**1415 – 1445 Demo 4**

- ANYWHERE-risk based decision support – presentation and demo, *Erik Nilsson*

**1445 – 1530 Coffee - discussion**

Mer info og påmeldingsskjema finner dere her; <https://www.sintef.no/en/events/sintef-open-day-aviation-2019/>

Velkommen!

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**News from Momberger Airport Information** - [www.mombergerairport.info](http://www.mombergerairport.info)

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**4DTM (Four Dimensions Trajectory Management) project SESAR members Indra, Leonardo, and Thales have conducted the first formal exercise to enable control centres across Europe to share complete information about air operations in real time.**

The objective of the exercise is delivering the tools that will help to increase the efficiency and capacity of air traffic management throughout continental Europe. After this successful trial, the final exercise will take place in 2020, clearing the way for deployment.

Europe has some of the busiest airspace in the world, covering 11.5 million km<sup>2</sup> of airspace, managed through 63 en-route centres. Today, when an aircraft crosses several borders, destination control and airports may not have access to complete and updated flight information. Indra, Leonardo and Thales, within the framework of the 4DTM project, have developed the Interoperability (IOP) solution that will help to solve this problem, allowing all involved ATC centres to know simultaneously the complete flight trajectory, thus supporting

smoother coordination and transfer between Air Traffic Control centres improving European air traffic flows. Taking place simultaneously in the Maastricht, Reims, Langen, and Rome area control centres, the demonstration involved Eurocontrol and French, German and Italian ANSPs DSNA, DFS, and ENAV, respectively. The solution was tested in a variety of en-route scenarios, covering different stages of the flight. The technological solution is based on Flight Objects that allow all parties involved in the management of a flight to share, access and update information about its situation to have a consistent view of its development. Results showed concept feasibility, increased situational awareness and seamless operations. After further development, the consistent view of the flight will make it possible to schedule and execute flights more accurately, reducing workload and increasing efficiency. FO IOP is one of eight solutions currently being developed as part of the Four Dimensions Trajectory Management (4DTM) project whose overall aim is to establish the technological building blocks for trajectory-based operations. The 4DTM consortium, led by **Indra**, comprises 28 members including ANSPs, technology firms, and research bodies across the whole continent. The project has received funding from the SESAR Joint Undertaking under European Union's Horizon 2020 research and innovation programme. #1102.ATC1

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**Denmark's Naviair and Austro Control became the first ANSPs to migrate to Eurocontrol's New pan-European Network Service (NewPENS) in mid-June 2019, closely followed by PANSa, skyguide, Avinor, EANS, and Slovenia Control.**

On 1 July, Belgium's Skeyes also became the first ANSP to share successfully ATM data with the Eurocontrol Network Manager. NewPENS offers users an ultra-resilient network managed by BT Global Services. It builds on the success of PENS, which since 2012 has allowed Eurocontrol and its stakeholders to exchange a wide variety of ATM information via a private IP network. NewPENS will form the backbone for reliable and secure cross-border data and voice communications between air traffic management (ATM) stakeholders. Once the transition project from PENS - the former solution put in place in 2012 - to NewPENS is complete, around 100 locations across 47 countries, and 41 ANSPs in the Eurocontrol area and neighbouring countries, will be connected.

The new PENS network provides a wide variety of stakeholders – from ANSPs to ATM providers, airlines, airports, the military and meteorological services – with increased capacity, allowing them to transfer business-critical ATM data reliably, securely and safely in a cost-efficient way. Its architecture is also designed to support future ATM applications developed through SESAR, such as SWIM. The transition from PENS to NewPENS is a major migration project that has required intensive coordination between the different stakeholders including EASA. #1101.ATC5

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