

/ CPWG, ANSP MEETING
ISAVIA UPDATE

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ISAVIA

NAT REGION INITIATIVES

/ SB-ADSB

- Implemented March 28th 2019 within Gander and Shanwick
- Implementation within BIRD CTA, south of 70N – fall 2019
- No plans – to implement north of 70N

/ Contingency procedures

- Revised contingency procedures implemented in NAT region March 28th 2019.
- *NAT OPS Bulletin 2018_005, Special Procedures For In-Flight Contingencies*

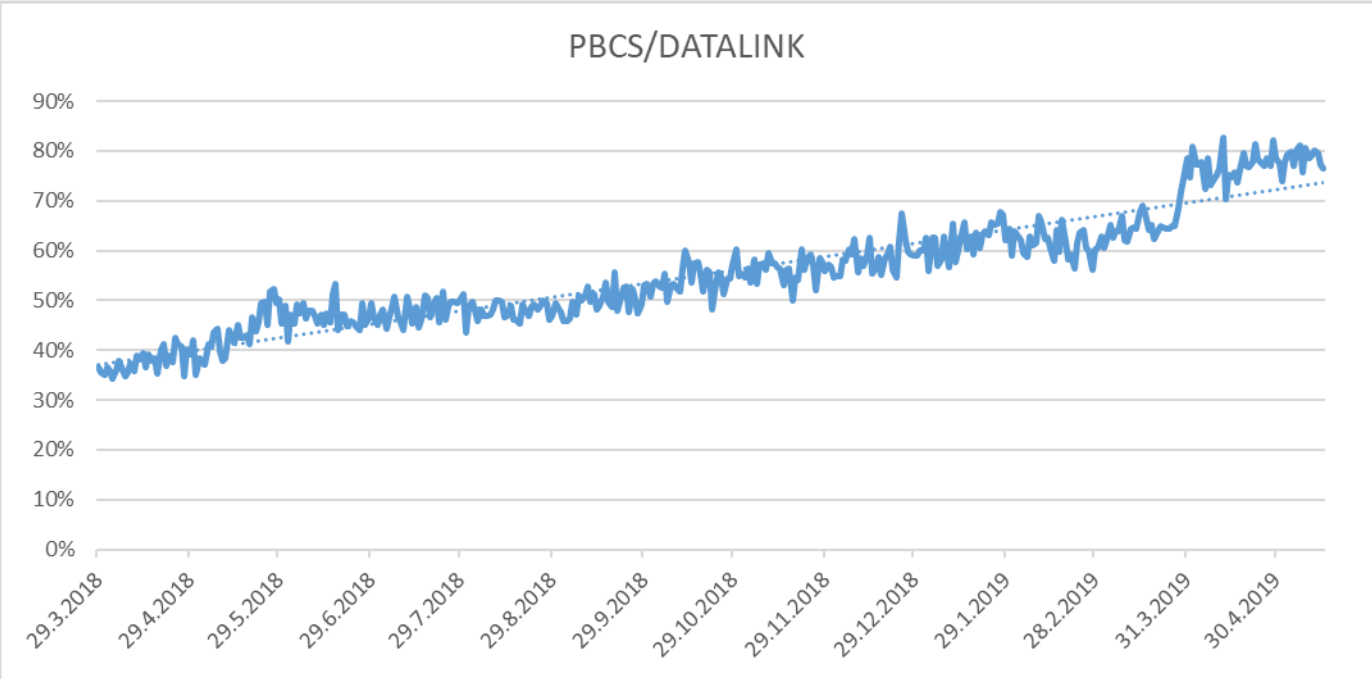
NAT REGION INITIATIVES

- / NAT Data Link Mandate (NAT-DLM)
 - Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems will be permitted to flight plan to enter the NAT DLM airspace.
- / Phase 2C – January 30th 2020 for aircraft F290 – F410 (inclusive) throughout the NAT region, excluding airspace north of 80° North.

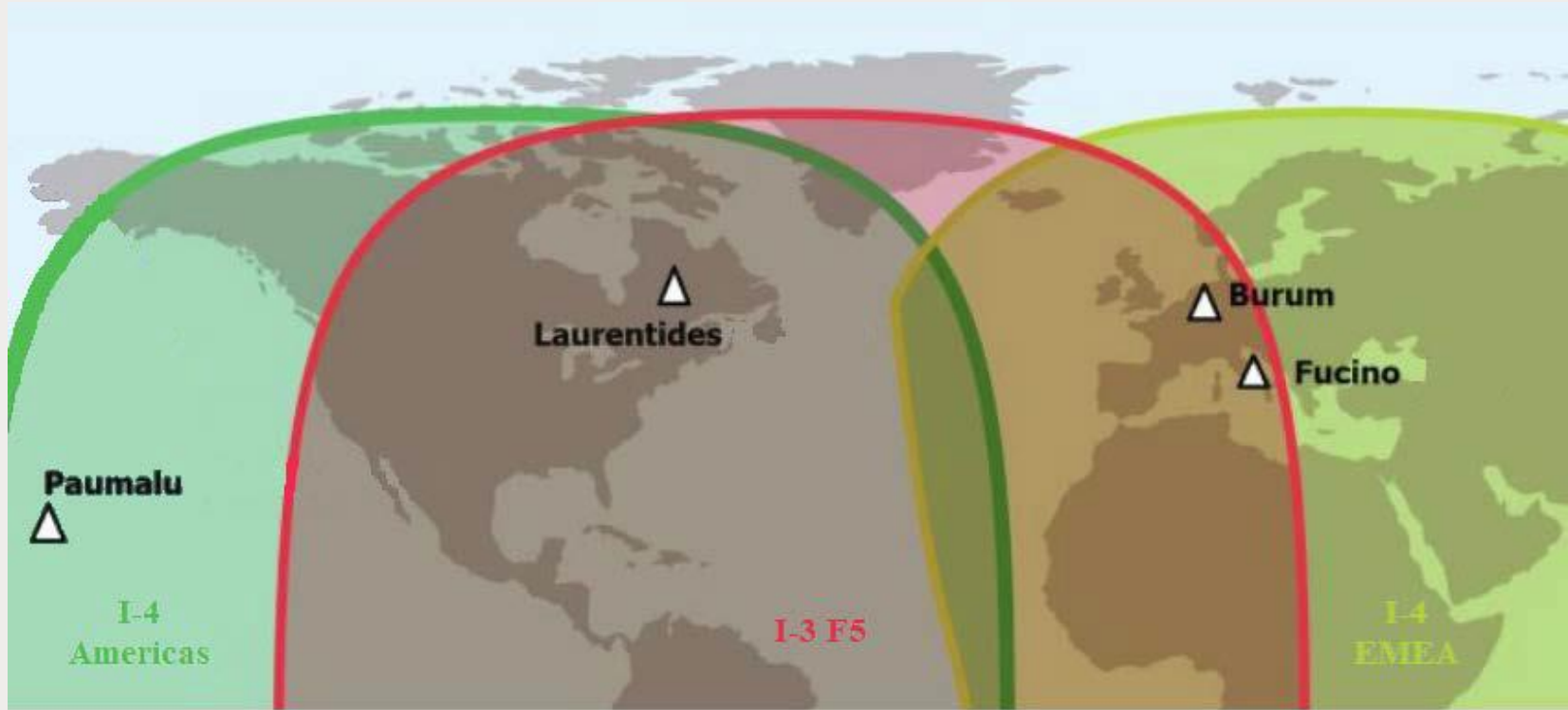
NAT REGION INITIATIVES

- / PBCS, implemented March 28th 2018
 - Implementation successful
 - Equipment rate increasing
 - Data link outages monitored
 - Data link availability through Satellite service providers (Inmarsat, Iridium)

PBCS EQUIPMENT STATUS



INMARSAT SATELLITE NETWORK IN THE NAT REGION

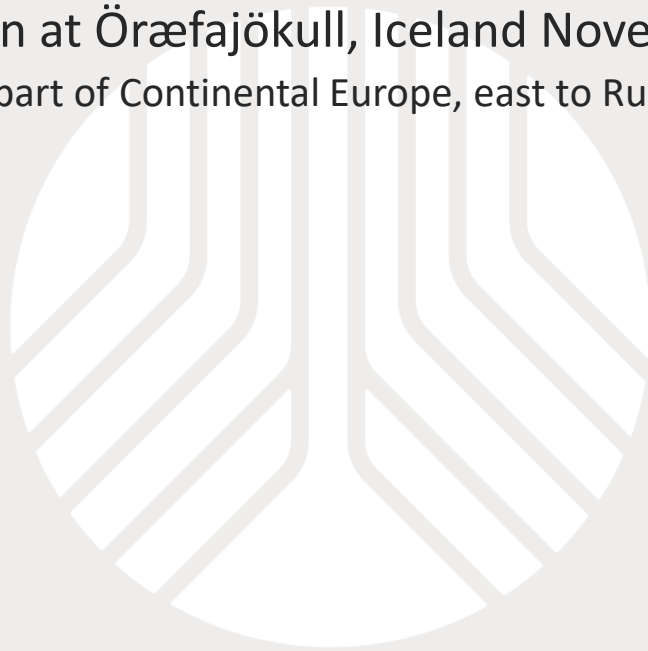


DATA LINK AVAILABILITY

- / Current data link availability is south of 80°N for Inmarsat aircraft.
- / Aircraft should be able to communicate with any of the three Inmarsat satellites.
 - If an aircraft experiences a service outage, the aircraft should quickly be able to establish a connection with another Inmarsat satellite that is within view.
- / In case of I-3 outage, coverage to the north is reduced to approximately 76°N.
- / I-3 (Laurentides) will be out of service within 2 years.

VOLCEX NOVEMBER 28TH 2018

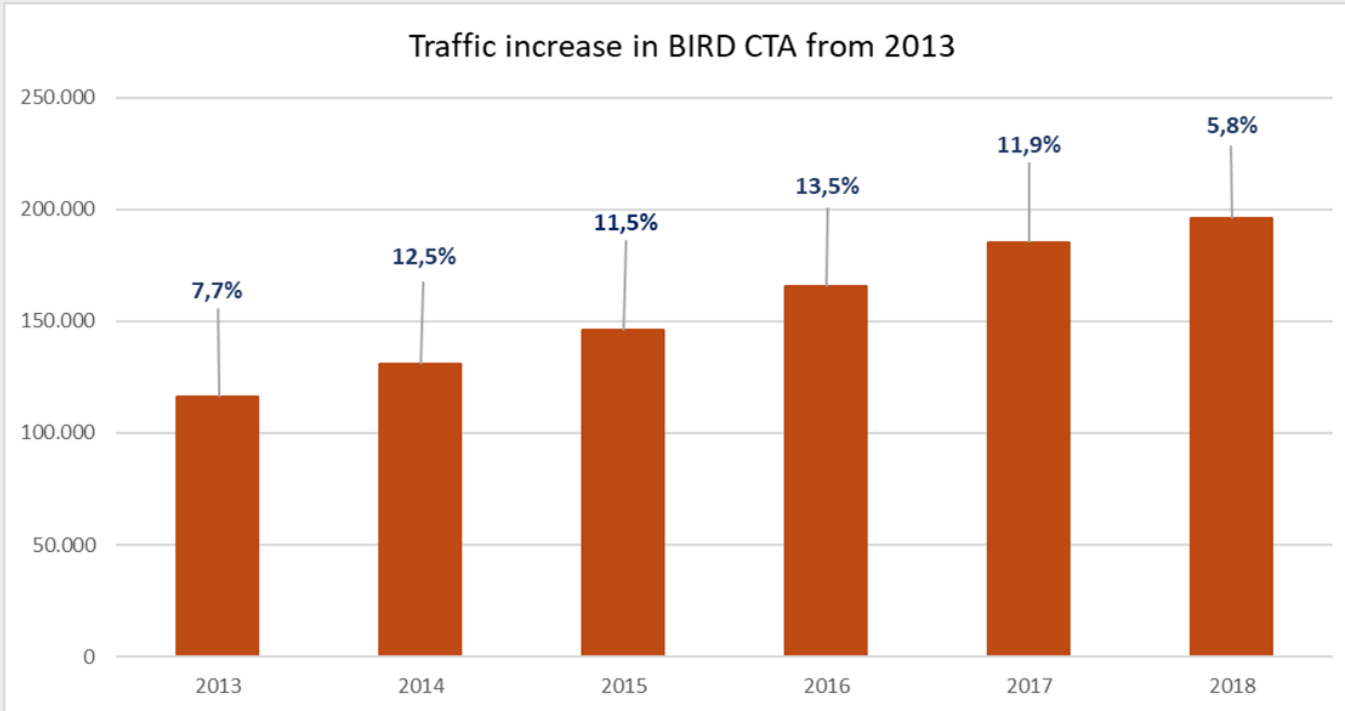
- / Simulated eruption at Öræfajökull, Iceland November 25th 2018
 - Impacted a large part of Continental Europe, east to Russia and west into Canada.



FLEXIBLE SPEED WITHIN NAT REGION

- / Operation without an assigned fixed speed (OWAFS) is a NAT project to support aircraft's FMC ability to apply flexible speed.
 - Due to technical design of the ACARS Clearance (CLX) message and NAT ANSP application of longitudinal separation using the Mach number technique, nearly all oceanic clearances issued to turbojet aircraft in the NAT Region include an assigned Mach.
 - The requirement to issue an assigned fixed Mach to all flights has now been removed from NAT SUPPs (ICAO Doc7030).
 - All aircraft, regardless of FANS equipage, will be eligible for the application of OWAFS in both ATS surveillance and non-surveillance airspace.
 - OWAFS is expected to be implemented within BIRD CTA October/November 2019.

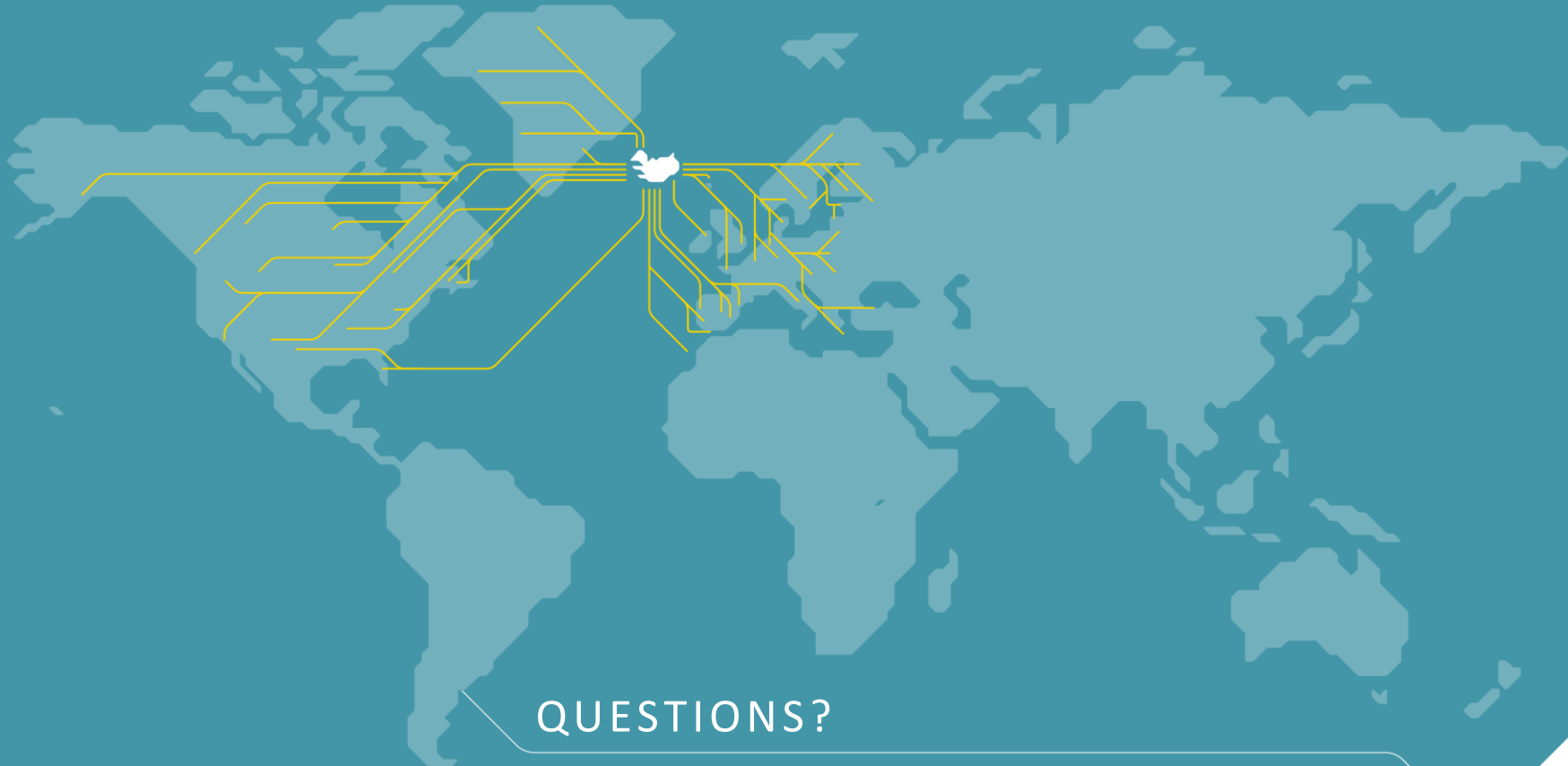
TRAFFIC NUMBERS



TRAFFIC FORECAST

/ NAT forecast

- 1-3% increase for 2019
- Since WOW air collapse, traffic to/from Iceland has decreased 20% from 2018.
- Overall decrease within BIRD CTA jan-apr 2019 is 5%.



QUESTIONS?