

# / CPWG26 - SATVOICE- ISAVIA

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ISAVIA

## ISAVIA - HOW IS SATVOICE USED TODAY? (GROUND)

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### / Aircraft may call:

- Iceland Radio 425105 with operational calls
- Reykjavik Control 425101 and 425103 in case of emergency

### / SATCOM is not a replacement for VHF, ADS-C, CPDLC or HF

- but a means of reducing the risk of communications failure
- improving the safety of operations and
- alleviating HF congestion

### / Standard phraseology used



## ICELAND RADIO - HOW IS IT USED TODAY? (GROUND)

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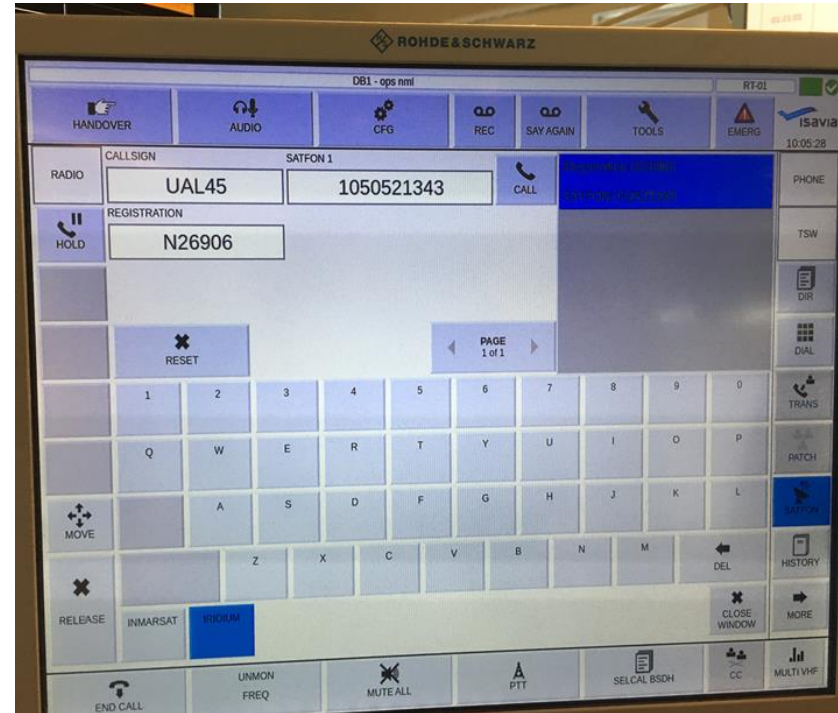
- / Used when unable to get through on VHF or HF for operational calls for example, HF black out
- / From aircraft to Iceland Radio
  - Requesting Oceanic Clearances
  - Position reports
  - Requests for level change
- / From Iceland Radio to aircraft
  - To deliver Oceanic clearances
  - To deliver ATC clearances
  - Request position reports
- / Easy for the Radio Operator to phone and answer



# ICELAND RADIO - HOW IS IT USED TODAY? (GROUND)

## / Outgoing call from Radio Operator (RO) to PILOT

- RO selects the callsign in the ATM System
- ATM System sends information to the Communication System
- Communication System finds the SATPHONE number through the registration
- Radio Operator pushes the call button
- The Communication System calls the aircraft
- Two way open call between RO and PILOT
- Takes about 30 sec.



## ICELAND RADIO - HOW IS IT USED TODAY? (GROUND)

- / Incoming call from PILOT to RO
  - A phonenumber rings in RO working position
  - An RO answers the phone
  - Two way open call between RO and PILOT
  - The PILOT states his callsign



# REYKJAVIK CONTROL - HOW IS IT USED TODAY? (GROUND)

## / Incoming call from PILOT to ATCO

- A phone rings in many places in the Oceanic Area Control Center
- An ATCO answers the phone
- Finds out which ATCO is working the aircraft calling
- Two way open call between ATCO and PILOT

## / Outgoing call from ATCO to PILOT

- Possible but time consuming
- ATCOs ask Iceland Radio to call aircraft via SATPHONE if needed



# NEW INITIATIVES IN REYKJAVIK CONTROL

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## Why change?

- / Better use as a redundancy layer in the area that is already covered by VHF DCPC or only HF
- / To make it easier for ATCO to call PILOT
- / To make it easier for PILOT to call ATCO

## The first step. Not DCPC but...

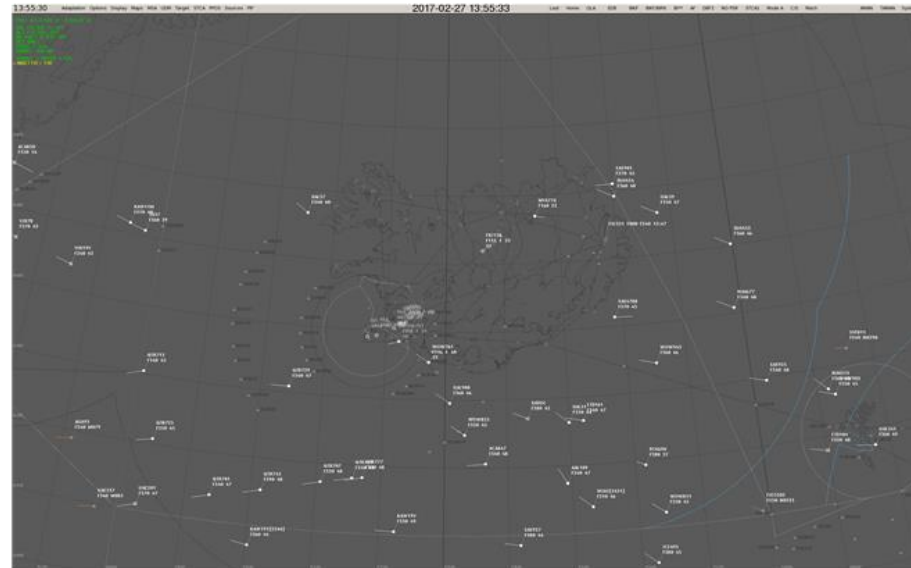
- / Voice over IP – Decrease call setup time
- / More user friendly for the ATCO
- / Isavia is in discussion with Frequentis and SITAONAIR
- / Flight Data Processing System maintained by Isavia which makes development easier



# NEW INITIATIVES IN REYKJAVIK CONTROL

## Outgoing call from ATCO to PILOT

- / ATCO clicks on the aircraft target on an ATS Surveillance display
- / Selects CALL VIA SATPHONE from pull down menu
- / The communication system finds information on aircraft SATPHONE number in the ATM Systems and calls the aircraft
- / Two way open call between ATCO and PILOT
- / Maximum call setup time 20 seconds





# NEW INITIATIVES IN REYKJAVIK CONTROL

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## Incoming call from PILOT to ATCO

- / PILOT calls Reykjavik Control
- / The communication system finds aircraft information and the controlling sector in the ATM Systems
- / The call is sent to the ATCO controlling the aircraft
- / Two way open call between ATCO and PILOT



## ATC EXPECTATIONS

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- / To be able to support tactical air traffic control in area that is currently only covered by HF voice
- / SATVOICE similar to VHF DCPC today
  - Virtual frequency for SATCOM where push to talk (PTT) is used instead of calls
- / The future concept has to take into account that future operation is as safe as VHF DCPC
- / ATS procedures will be amended so that the ATCO can use all the same rules for VHF and SATCOM



QUESTIONS?

