



**ISAVIA** ANS  
Air Navigation Services

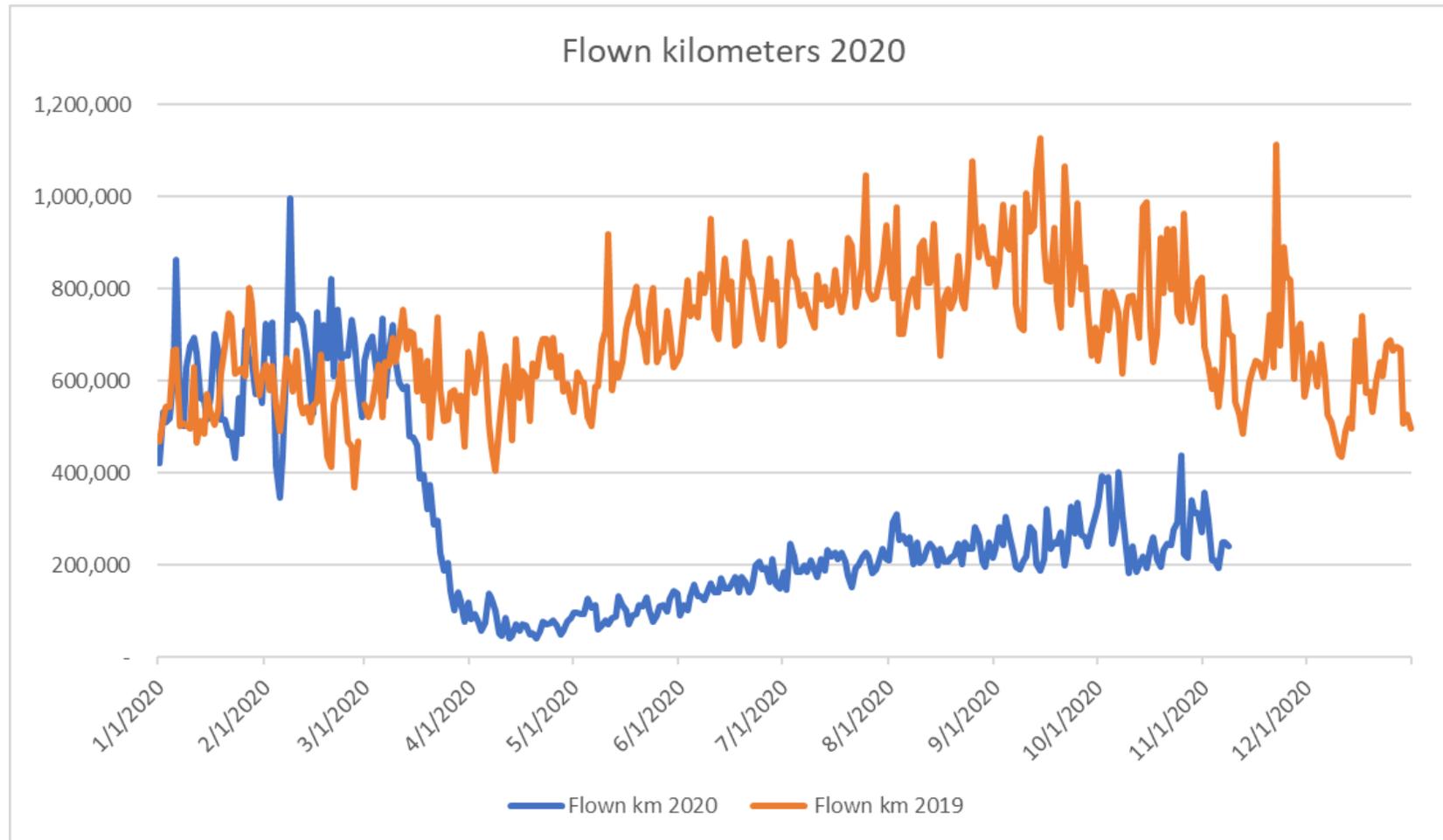
# Organizational changes

- Organizational changes were made to Isavia on January 1st 2020.
- Isavia was split up into three companies.
- The parent company, Isavia, is focused around operations at Keflavik airport, Isavia ANS is responsible for air navigation services and Isavia Regional Airports is responsible for domestic airfields.
- **Isavia ANS**

# COVID-10

- Significant disease prevention measures have been taken to try and prevent the spreading of the coronavirus in the ATC centre
- New projects and developments have some been postponed
- Air traffic controllers and managers have taken a salary reductions
- A “no overtime” policy has been implemented
- Controller rostering system has been changed to better ensure a seamless service

# COVID19 - BIRD CTA 2020 vs. 2019



# North Atlantic Data Link Mandate (NAT DLM)

- The NAT Data Link Mandate (DLM) airspace is the volume of airspace between FL290 and FL410 (inclusive) within Reykjavik CTA, excluding airspace north of 80°N and where an ATS surveillance service is provided. *See Iceland AIP ENR 1.8.2.3.*
- Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems are permitted to flight plan to enter the NAT DLM airspace.
- Due to COVID19, non-DLM compliant aircraft may flight plan and operate within BIRD CTA between FL290 AND FL410 until 24th of February 2021

# Renewed Radar stations in Iceland

- The Icelandic Coast Guard, in cooperation with NATO, have finished updating the four radar stations that are located on each of the four corners of Iceland.
- After initial implementation, the data from the updated stations had to be verified and checked to suit operations.

# Flexible speed in the ICAO NAT region

- The project “*Implementation of Operation Without an Assigned Fixed Speed*” was implemented end of January 2020 in all ICAO NAT region to support aircraft’s FMC ability to apply flexible speed.
- Allows for flexible speed (instead of assigned fixed mach number).
- All aircraft, regardless of FANS equipage, are eligible for the application of OWAFS in both ATS surveillance and non-surveillance airspace.
- Intended to enhance operator fuel and time efficiencies and reduce greenhouse gas (GHG) emissions. *See AIC for Iceland A016/2019.*

# Space weather information

- On November 7th 2019, in amendment 78 to *Annex 3*, Space weather information service was introduced.
- ICAO Document 10100, Manual on Space Weather Information in Support of International Air Navigation.
- NAT region is working on updating *NAT DOC 006 North Atlantic Region contingency* plan to include Space Weather Contingency Plan.