

**Sixteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/16)**

(Ottawa, Canada 3-6 December 2013)

Agenda Item 5: Provide Status on CPWG/15 Actions

Boundary Points on the Reykjavik/Edmonton Boundary

(Action Item CP07-02)

(Presented by Iceland)

SUMMARY

This paper presents information on six new waypoints on the Reykjavik/Edmonton boundary and that filing a boundary waypoint will become mandatory for aircraft entering the Reykjavik CTA from the Edmonton CTA.

1 Introduction

1.1. This information paper introduces six new waypoints that have been added to the Reykjavik/Edmonton boundary and the reason for the need to add the waypoints. The paper also informs that filing a boundary waypoint will become mandatory for aircraft entering the Reykjavik CTA from the Edmonton CTA.

2 Discussion

2.1. The NAT region is unique in that it issues special clearances that are termed “Oceanic clearances” to aircraft entering the airspace. The NAT oceanic clearance is only valid within the NAT airspace and has a voice format indicated with the example below (the data link format is similar):

REYKJAVIK OAC CLEARANCE <ACID> TO EDDF,
VIA MEDPA 73N060W 72N040W 71N030W 69N020W 65N020W GUNPA,
FROM MEDPA MAINTAIN F340 M083

The word “FROM” signifies the point from which the oceanic clearance is valid.

2.2. The norm is that the oceanic clearance starts at an oceanic entry point that is located on the NAT boundary. An exception to that has been the boundary between Edmonton and Reykjavik where aircraft have in many cases routed between waypoints within the Edmonton area to waypoints within the Reykjavik area without having to route via a boundary point. This situation could be fairly well handled in a manual coordination system, even when aircraft were routing on long direct flight legs towards the Reykjavik boundary (sometimes even routing from a waypoint in the Montreal airspace direct to a waypoint in the Reykjavik area).

2.3. There are however safety issues associated with this method since in those cases the oceanic clearance has been issued from a waypoint that was sometimes deep within the Canadian domestic airspace even though it was in reality only valid from the Reykjavik boundary. This has for example implications with respect to loss communication procedures and also with regard to when aircraft should change flight level or speed to comply with the oceanic clearance.

2.4. Those issues have now been compounded with the introduction of automatic coordination between Reykjavik and Edmonton and it was eventually decided for safety reasons that the oceanic

clearance issued by Reykjavik to aircraft crossing the Edmonton/Reykjavik boundary needed to be changed so as to be valid only from the Reykjavik (NAT) boundary in the same manner as is done everywhere else in the NAT. The scarcity of defined waypoints on the Edmonton/Reykjavik boundary however leads to the clearance in many cases being issued from a 9-letter FDPS system calculated boundary crossing point that the pilot needs to enter into the FMS. Receiving such a waypoint via a data link clearance is not optimal but probably much worse for aircraft receiving the clearance via HF voice.

2.5. In coordination between Reykjavik, Edmonton and IATA it was determined that the best solution to this problem was to add six new waypoints to the Reykjavik/Edmonton boundary so as to create a series of boundary waypoints, normally spaced approximately 50 – 60 NM in latitude from 66 North to 81 North. Those waypoints will be published in AIRAC 3rd April 2014. The waypoints will also be published in a NOTAM as soon as practicable to speed up the implementation.

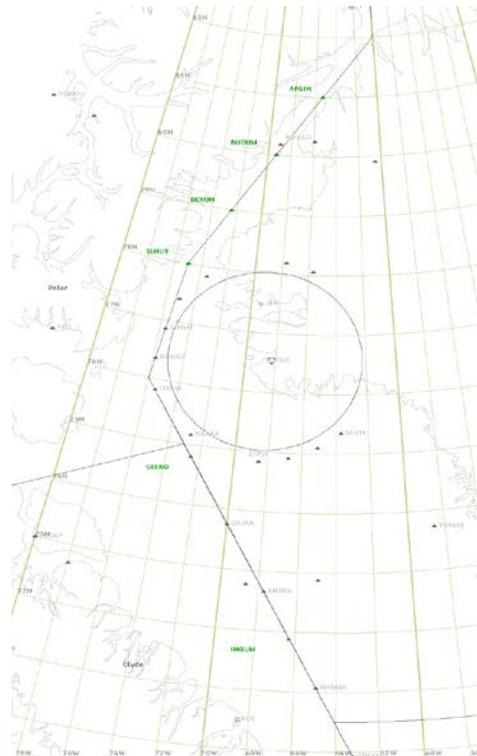
2.6. From 3rd April 2014 the following will be made mandatory for aircraft entering the Reykjavik CTA from the Edmonton CTA:

- Flight plan via a five letter boundary point south of 82N (DARUB and EPMAN are considered to be boundary points).
- Flight plan via a 60W coordinate at or north of 82N.

2.7 Boundary points on the Reykjavik/Edmonton boundary are shown in the figure on the right. New waypoints are highlighted green.

2.8 Following is a list of the new waypoints:

APSIN	81°00'00"N 065°16'00"W
BUDUM	80°00'00"N 069°15'00"W
DEXUN	79°00'00"N 072°24'00"W
ELNUS	78°00'00"N 075°00'00"W
GELBO	74°47'26"N 072°32'09"W
INGUM	71°52'52"N 066°16'54"W



3 Recommendation

3.1. The Meeting is invited to note the information provided in this paper.

END