

ISAVIA

CPWG17 – Samara, June 2014

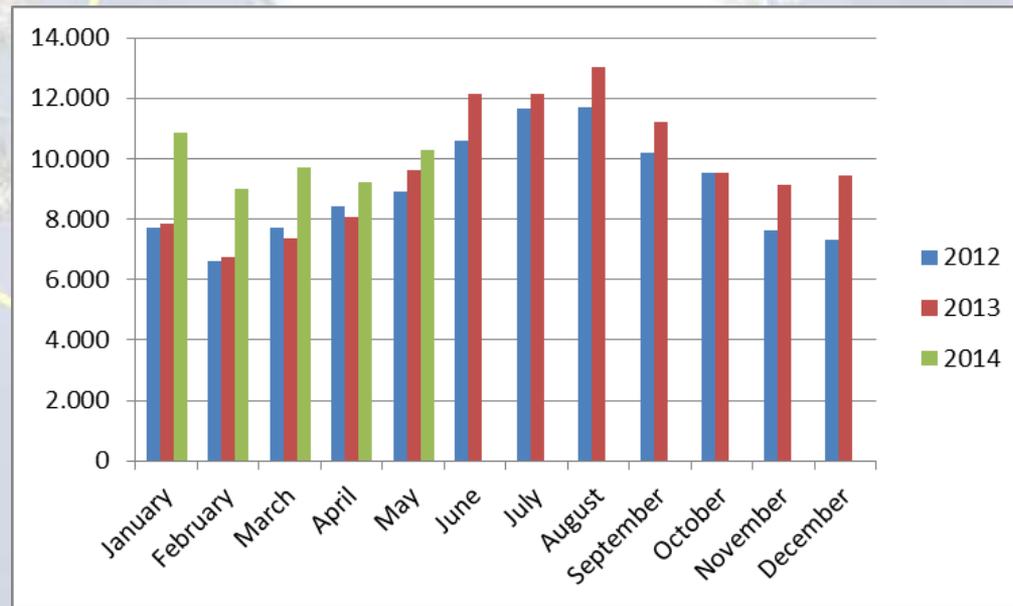
Thordis Sigurdardottir, Manager Operation Reykjavik ACC/OACC



Isavia update

Increase in traffic figures 2013 – 7,7%

Increase in traffic figures 2014 – 22%



ADS - B

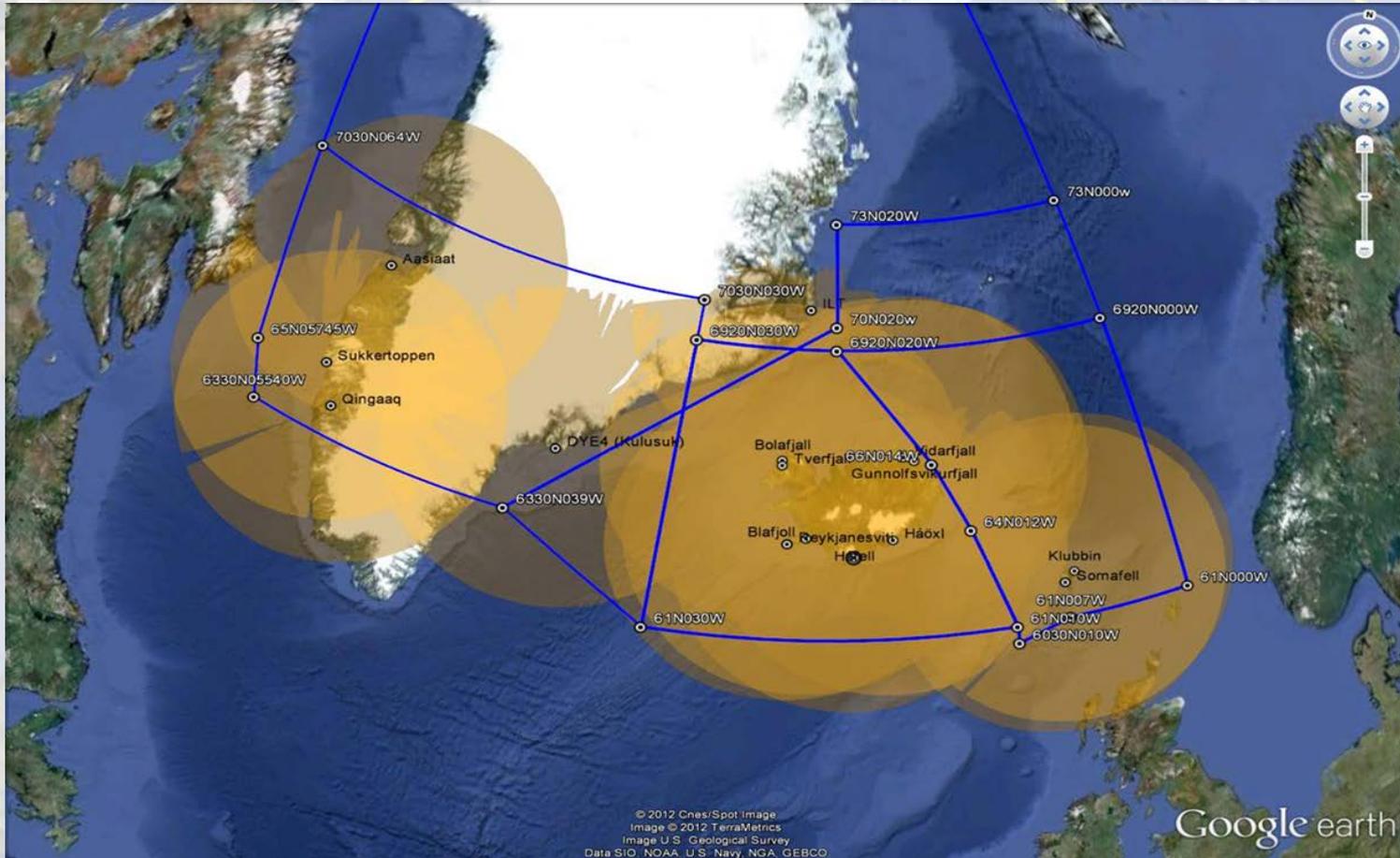
All ADS-B and associated Very High Frequency radio (VHF) equipment has been installed in Iceland, the Faroe Islands and Greenland.

Final integration testing is in progress with the new ATM Surveillance Tracker And Server (ARTAS) for fused radar and Automatic Dependent Surveillance–Broadcast (ADS-B) tracking.

Isavia update

- Implementation of new ARTAS tracker for only radar data.
 - New tracker for fused radar and ADS-B tracking
- ADS-B, gradual implementation, late 2014 on schedule.
- Ongoing discussions with Nav Canada about seamless ATS surveillance service after implementation of ADS-B corridor through the North Atlantic.

ADS - B



Flight planning issues:

NAT Doc7030 and AIP Iceland:

Requirements for Flight Plans on random route segments north of 80°N:

The planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians expressed in whole degrees. The distance between significant points shall, as far as possible, not exceed 60 minutes flight time.

Flight planning issues:

A recommended maximum segment length is specified, it doesn't state either a minimum or a preferred spacing between successive waypoints.

Recent issues raised:

Some airlines flight plan too many waypoint with short flying time between them, i.e. 5-15 min.

Flight planning issues:

Problems linked to too many position:

- The maximum number of characters permitted for the route portion of data link oceanic clearances is 80, including blank spaces.
- The quality of the tabular presentation of flight data used for procedural air traffic control suffers.
- The HF communication environment is taxed by the need for multiple position reports at short intervals. It has been observed that some crews do not even try to report all these positions, skipping some of those separated by only a few minutes

Flight planning issues:

We do not wish to limit operators' flexibility in route definition but would like the operator's assistance to keep the number of waypoints to the minimum consistent with the need to monitor flight progress and adequately account for the effect of wind.

Reykjavik / Edmonton boundary

AIP Iceland:

Requirements for Flight Plans entering the Reykjavik CTA from the Edmonton CTA:

Flight plans shall contain entry points as follows:

- at or north of 82N, a boundary position at 060W,
- south of 82N, one of the following waypoints: APSIN, ROGSO, BUDUM, DEXUN, ELNUS, PAMLA, SINVU, DOGGY, LENIM, GELBO, DAPAK, MEDPA, INGUM, NADMA, ADSAM, BOPUT, CANEL, DARUB, EPMAN



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US Dept of State Geographer
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73°48'40.25" N 22°17'55.27" W elev. 0 m



Questions ?

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