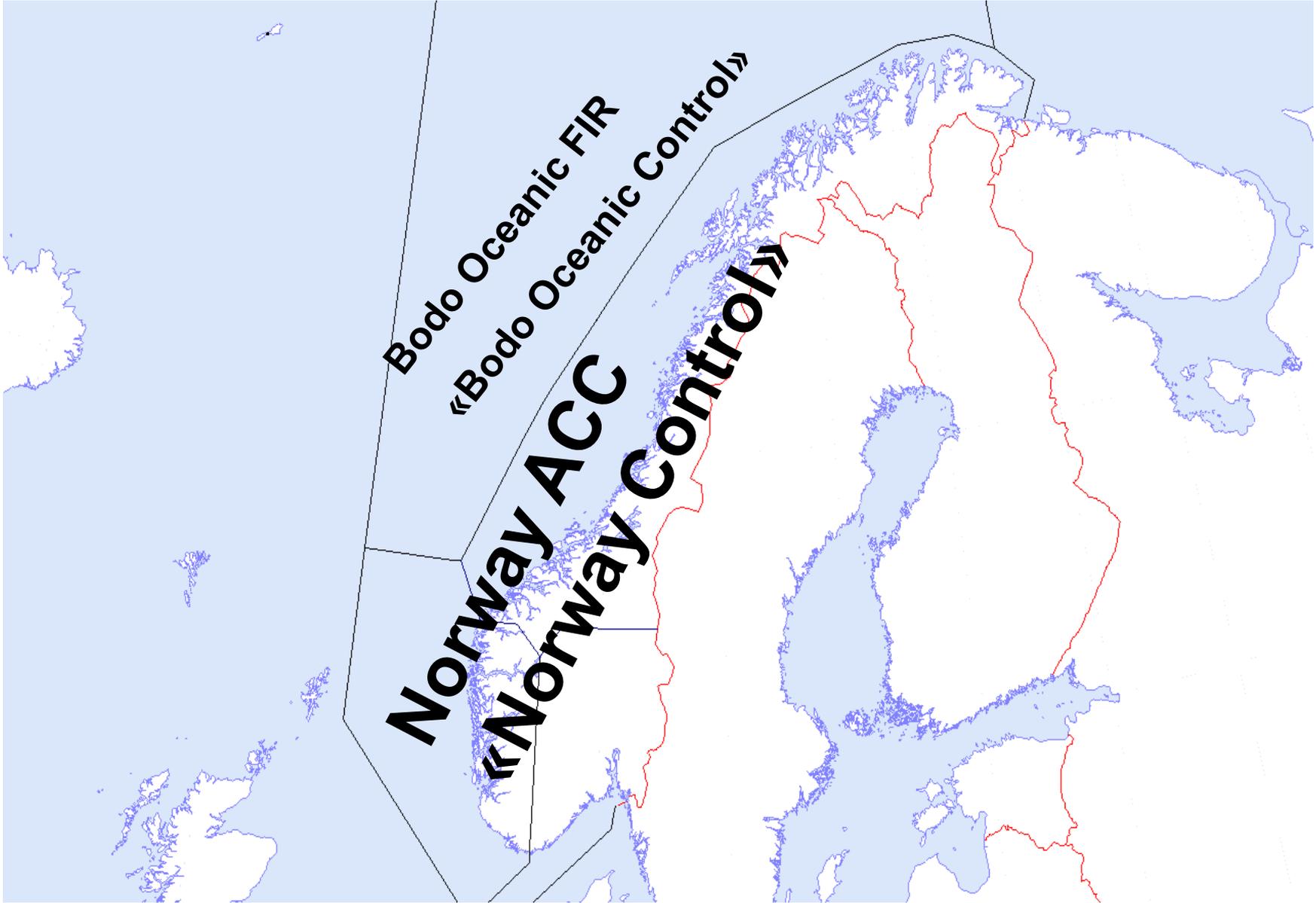




**Avinor update CPWG/17
Samara 4-6 June 2014
Norway ACC
Bodo Oceanic FIR**

Avinor Organization changes

- ANS division of Avinor will be established as a separate company owned by Avinor on June 18th 2014
 - All Avinor ANS employees will be transferred to the new company
- Re-organizing the Area Control Centers in Norway
 - In September 2013 it was decided to keep the three locations for en-route services, and organize it as one unit.
 - The goal is increased efficiency through standardization, centralized management, support and training to meet Single European Sky requirements.
 - Implementation of the ACC is organized as a project which started in March 2014 and will continue until late 2015.



Bodo Oceanic – New ATM system update

- Improvements compared to current Oceanic system:
 - Data-link (CPDLC and ADS-C) service
 - Oceanic clearance via data-link
 - AIDC/ OLDI capability
 - Reduces controller workload significantly and increases sector capacity
- Status June 2014
 - Contract agreed with SITA for data-link communication services
 - OLDI and data-link communications successfully tested
 - Factory acceptance test completed December 2013
 - Simulator installed January 2014
 - Controller training February - May 2014
 - Stability test of the system failed May 2014 – Implementation postponed until late 2014/ early 2015.

Flight plan filing - ICAO DOC 7030 – NAT SUPPs

2.1.9.2 Flights operating predominantly in an east-west direction

2.1.9.2.1 For flights operating at or south of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees from the Greenwich meridian to longitude 70°W.

2.1.9.2.2 For flights operating north of 70°N and at or south 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 normally spaced at intervals of 20 degrees from the Greenwich meridian to longitude 60°W, using the longitudes 000W, 020W, 040W and 060W.

2.1.9.2.3 For flights operating at or south of 80°N, the distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed, e.g.:

- a) at intervals of 10 degrees of longitude (between 5°W and 65°W) for flights operating at or south of 70°N; and
- b) at intervals of 20 degrees of longitude (between 10°W and 50°W) for flights operating north of 70°N and at or south of 80°N.

2.1.9.2.4 When the flight time between successive significant points referred to in 2.1.9.2.3 is less than 30 minutes, one of these points may be omitted.

2.1.9.2.5 For flights operating 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.

New fixes

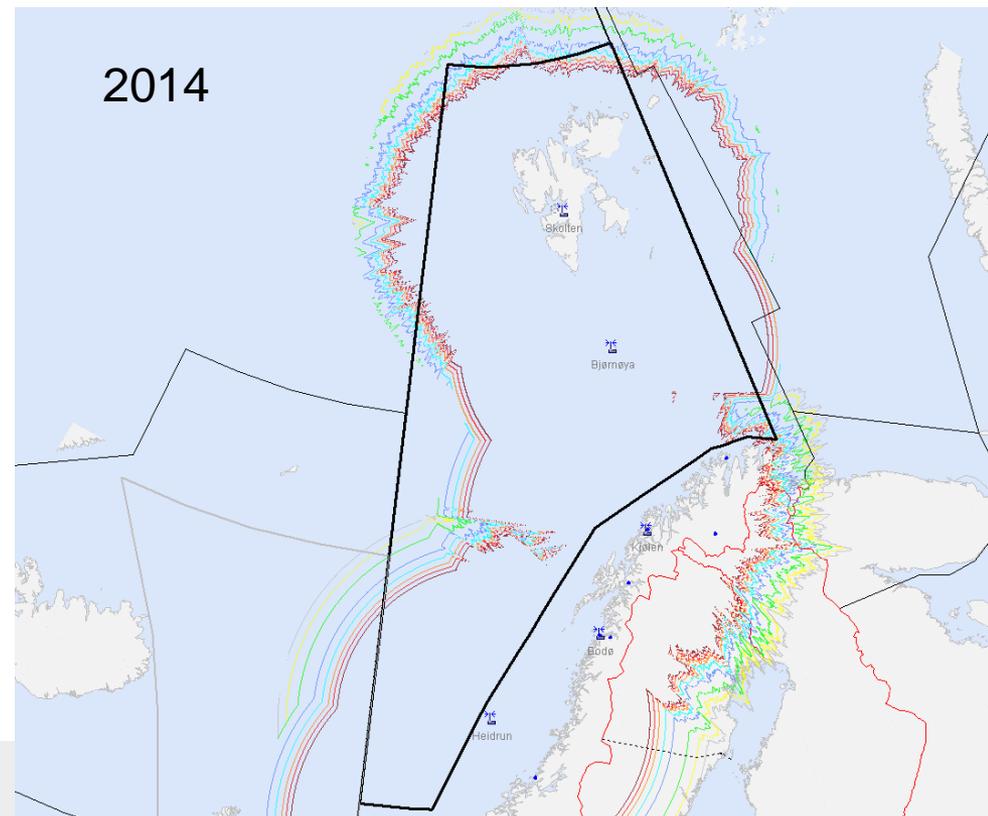
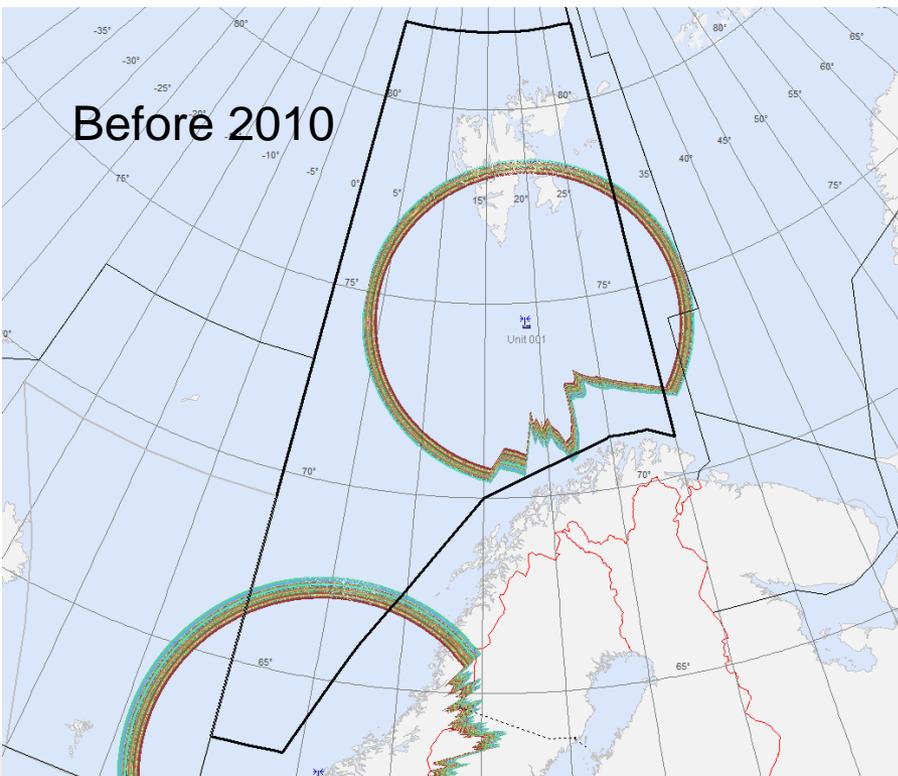
- For the purpose of OLDI coordination between Oceanic and domestic ATM system.
- Several fixes established along oceanic and domestic airspace boundary effective date 29th May 2014.
- Not a requirement to file via the fixes, but airlines are encouraged to use boundary fixes in flight planning.
- Next slide has a map of the fixes.

Bodo Oceanic – Other developments

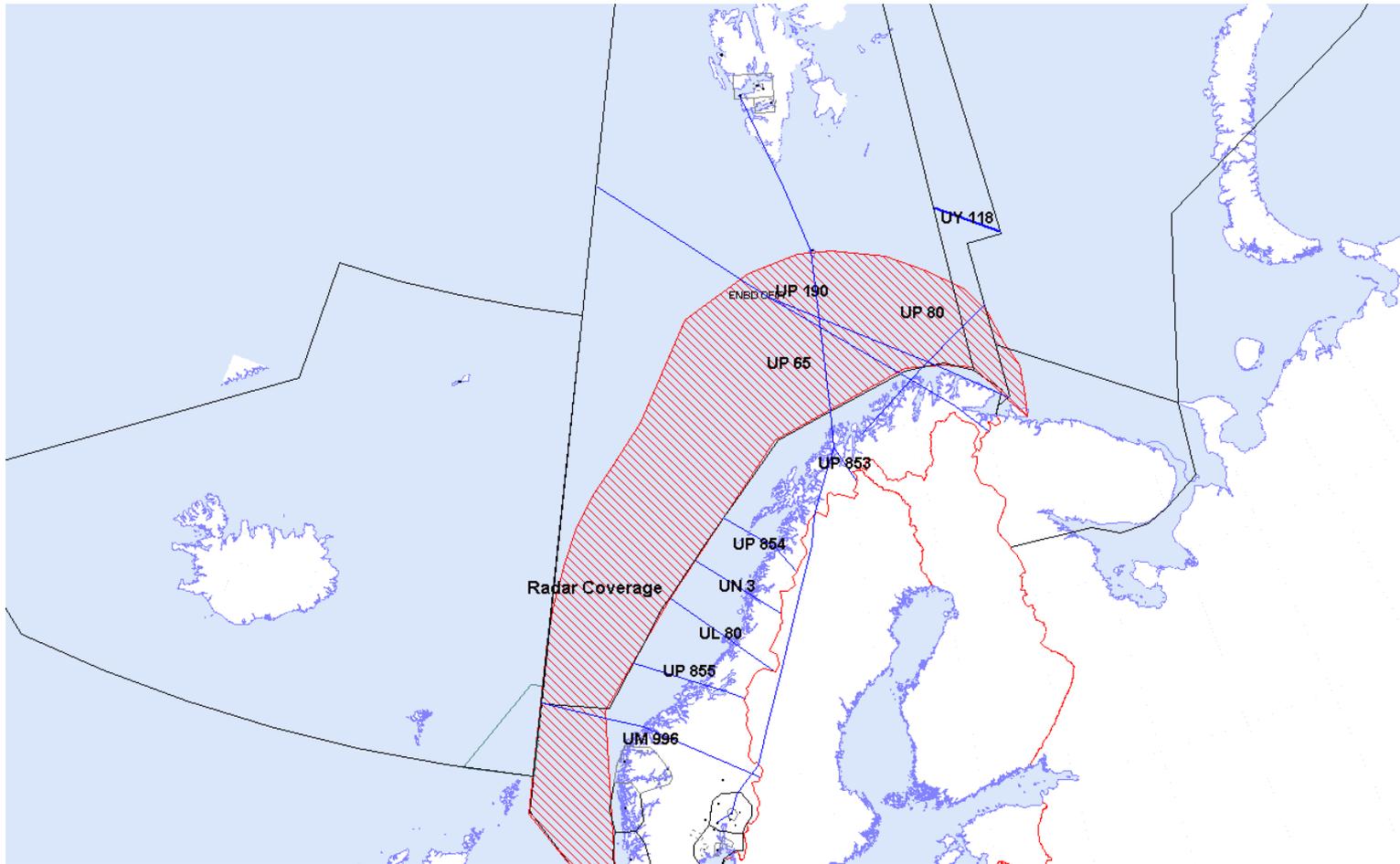
- Project for replacing old HF transmitter and receiver stations has started.
 - Three old stations will be replaced by two new installations
 - Work has started and will continue this summer.
 - Target date for implementation is 30th September 2014.
- Project for adding an extra VHF radio has been delayed.
 - Improved VHF coverage in eastern part of Oceanic airspace along border to Murmansk FIR
 - Expected to be completed summer 2014.
- ADS-B in Northern part of the Oceanic airspace between Svalbard and Norwegian mainland.
 - Funds are expected to start project in 2015.

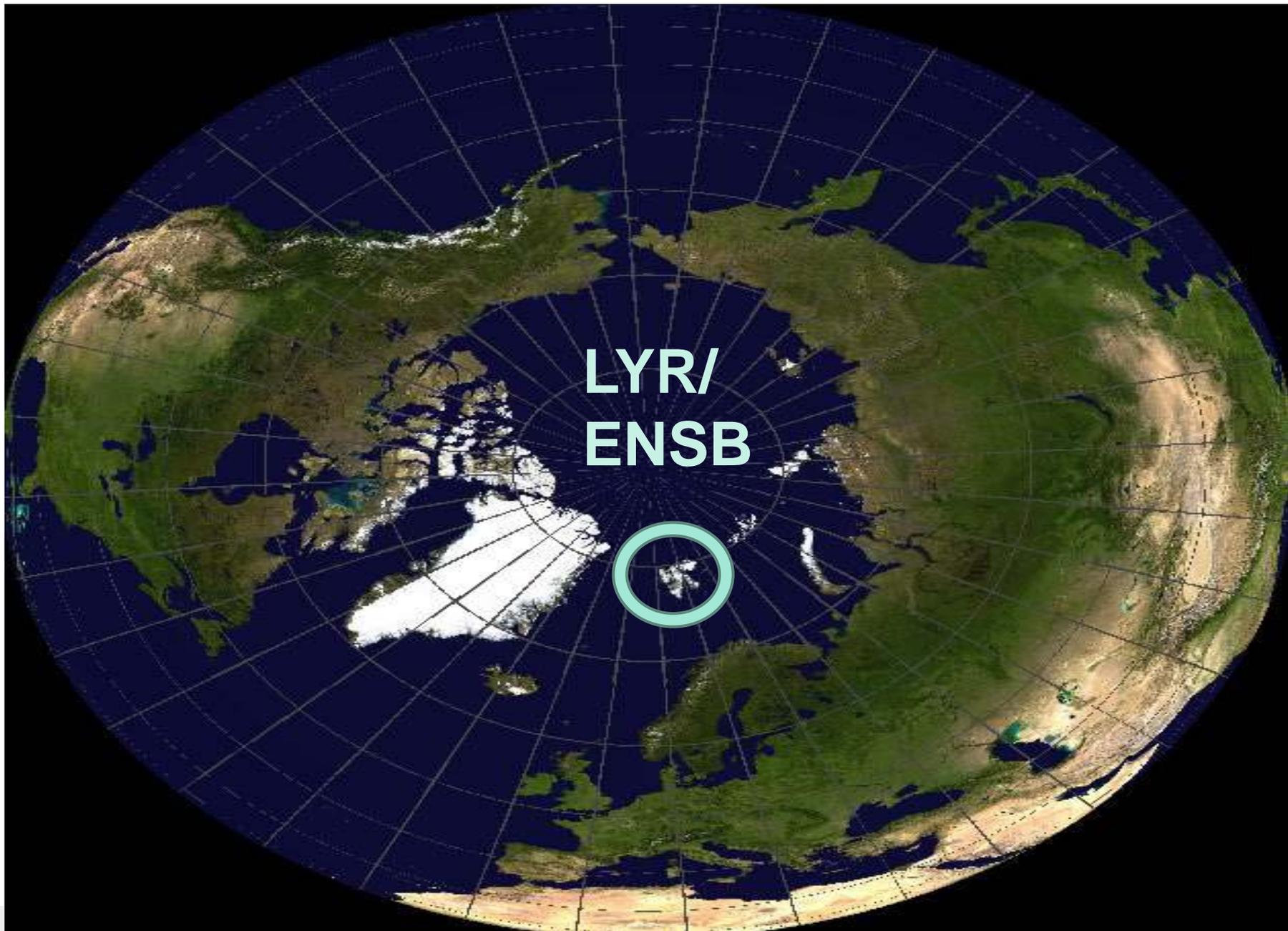
Bodo Oceanic – VHF Communications

- Established new VHF stations for Oceanic use (127,725 Mhz)
 - Coverage FL300+



Bodo Oceanic – Radar coverage





LYR/
ENSB



Longyear airport – ENSB

- Possible en-route alternate
- Published hours of service: H24
- Commercial aircraft operations throughout the year primarily with B737s.
- Published Runway dimensions are 2323 X 45m (7,621 X 148 FT).
- ILS RWY 10 / LOC 28 instrument approach procedures
- Hotels, restaurants and medical center in Longyear
- Contact information and more details in Norwegian AIP at [http:// www.ippc.no](http://www.ippc.no)







