

**Nineteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/19)**

(Tokyo, Japan 11-15 May 2015)

**Agenda Item 5: Provide status on CPWG/18 Actions**

**UPDATE ON DEVELOPMENTS IN BODØ OCEANIC FLIGHT INFORMATION REGION**

(Action Item #CP14-13)

(Presented by Avinor)

**SUMMARY**

This paper presents information on developments related to safety and conduct of operations in Bodø Oceanic Flight Information Region (FIR)

**1 Introduction**

1.1. This paper provides a brief update on replacement of Bodø Oceanic automation system, and plans for establishing ADS-B surveillance in Bodø Oceanic airspace.

**2 Discussion**

*Bodø Oceanic ATM system (BOAS)*

2.1. The new BOAS system was successfully implemented on March 5, 2015. Some new features/ factors in the system are:

- a. Provision of data-link services (ADS, CPDLC and OCL);
- b. OLDI/ AIDC with Bodø and Stavanger domestic AoRs, as well as Reykjavik OACC; and
- c. Conformance monitoring

It is expected that the new system will increase safety and increase capacity significantly.

*ADS-B surveillance*

2.2. It has recently been decided to install ADS-B receivers at the islands of Bjørnøya and Spitzbergen, in order to provide a surveillance corridor between the Norwegian mainland and the island of Spitzbergen (Svalbard). It is planned to have this in place before the NAT Data Link Mandate is implemented (2017). This in order to increase safety and facilitate the use of reduced separation standards. It will also prevent the domestic airlines from having to install FANS 1/A datalink equipment to fly these routes.

**3 Recommendation**

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