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CPWG20 – Anchorage, October 2015

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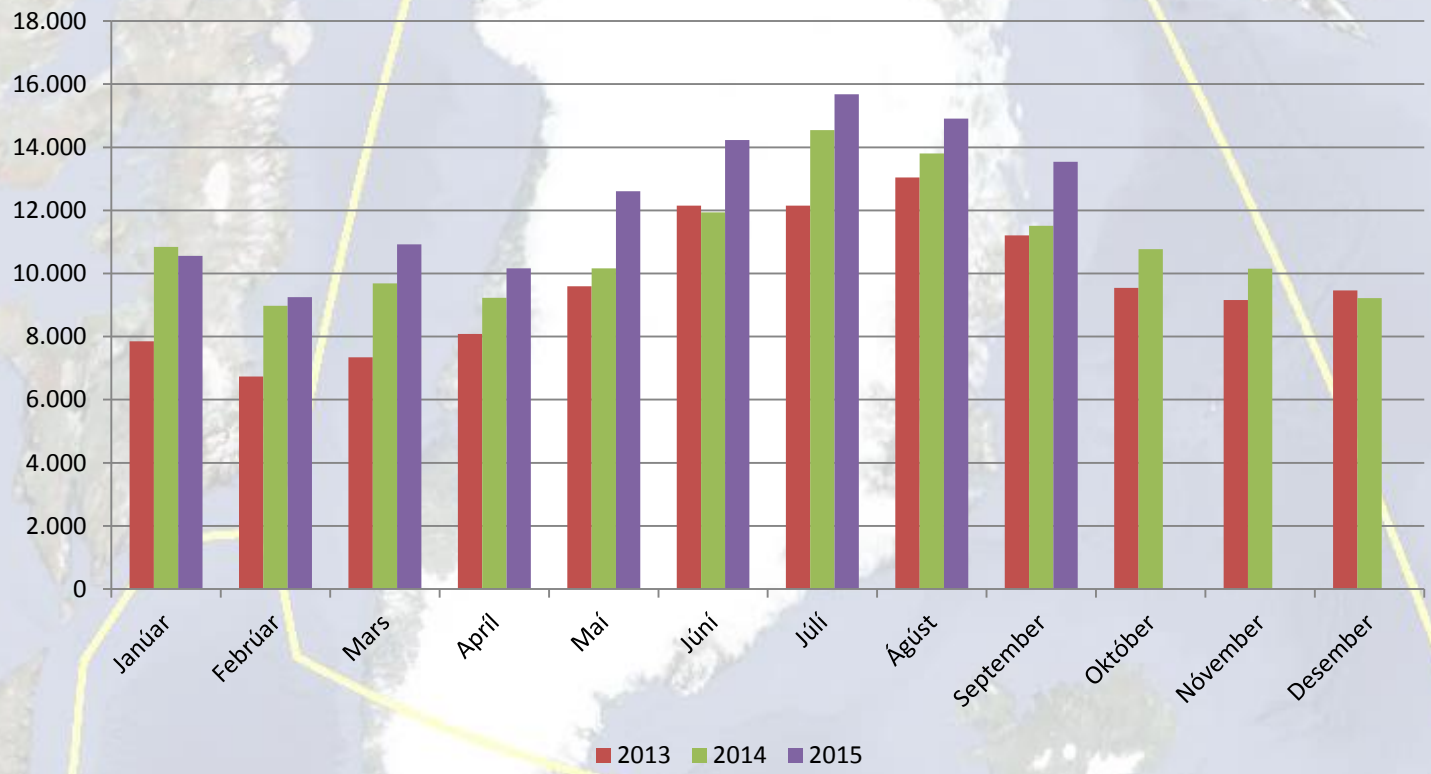
Reykjavik CTA
Traffic figures



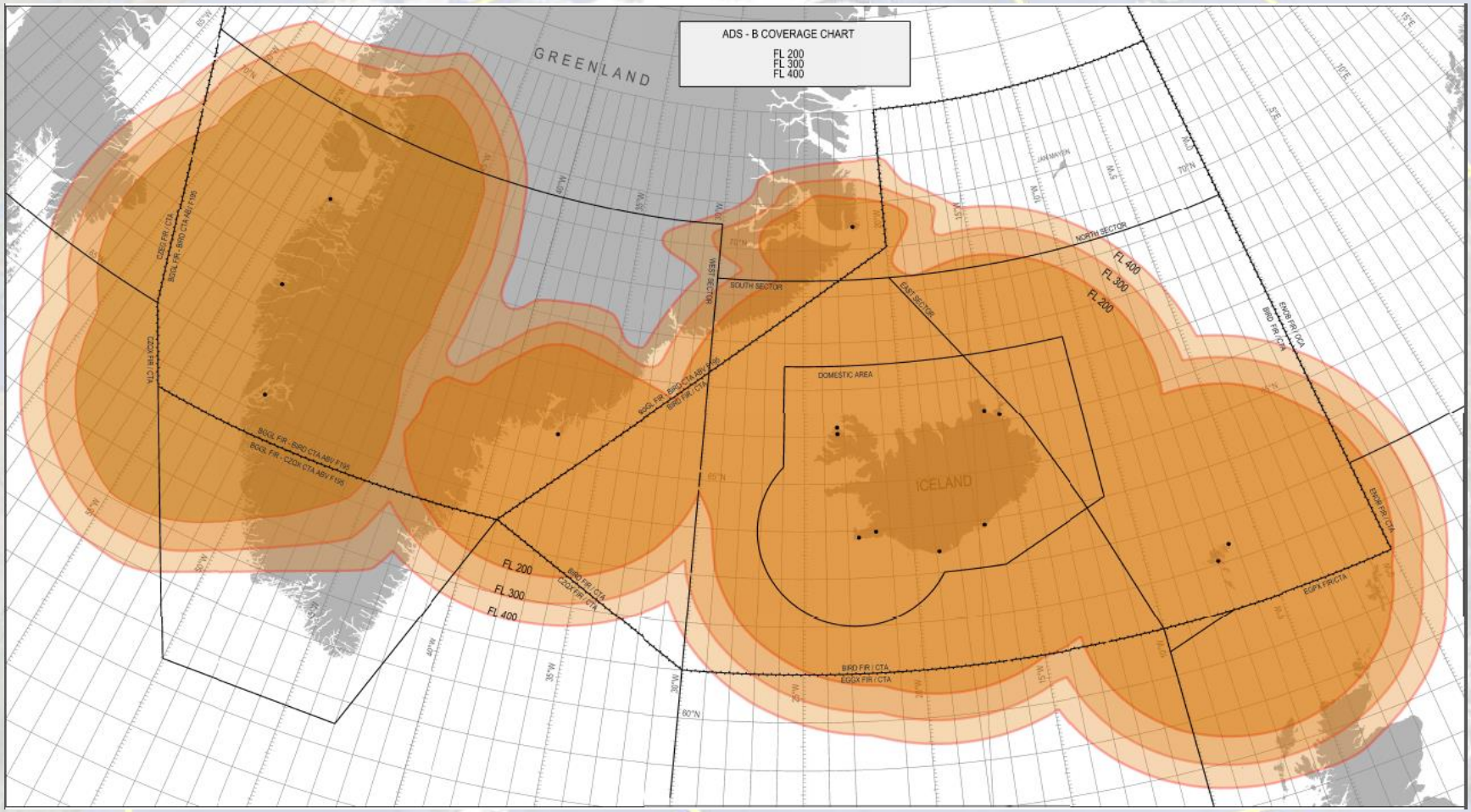
Traffic to/from Murmansk

	2012	2013	2014	01.01 – 30.09
ABERI Entry	1004	951	1061	949
ABERI Exit	2381	1929	1309	1321
MAGUN Entry	130	92	67	71
MAGUN Exit	393	230	172	174
Total	3908	3202	2609	2515

ADS-B in Reykjavik West Sector

- Operational use of the ten ADS-B stations in Greenland started in June.
- Use limited to climb and descend through the level of procedurally conflicting traffic.
- Single frequency used.
- Separation – 10 NM.
- Unlimited surveillance use estimated prior next CPWG meeting.

ADS-B Coverage



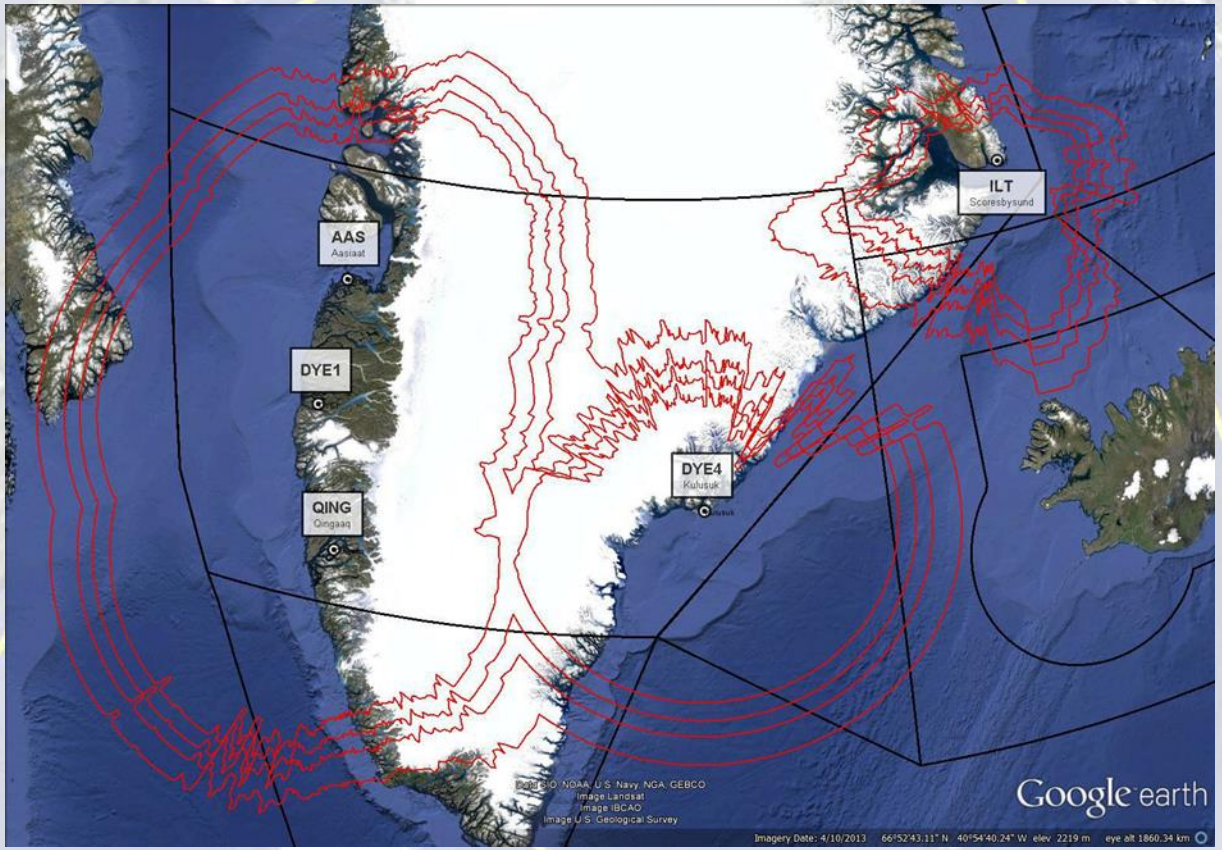
Extended VHF DCPC over Greenland

- VHF frequency 124.400 MHz has been implemented in 5 locations in Greenland. This frequency gives direct communication to Air Traffic Controller.

Name	Abbreviation	Location	Altitude ASL
Qingaaq	QING	64°23'28"N, 51°06'44"W	1.631 m
DYE1	DYE1	66°37'52"N, 52°52'00"W	1.431 m
Aasiaat	AAS	68°41'54"N, 52°50'29"W	94 m
ILT, Scoresbysund	ILT	70°29'05"N, 21°57'00"W	65 m
DYE4, Kulusuk	DYE4	65°31'38"N, 37°09'44"W	305 m

124.400 MHz coverage

F200, F250, F300, F400



VA CP

- NAT CP valid since November 2014
- EUR CP under development
- Combined plan still being considered
- VA Task force – Meeting in Paris 7 December.
- Outcome = ???

VA CP – COG 1/2

- *EUR/NAT Volcanic Ash Contingency Plan*
- 6.7 The COG was presented with an update on the status of the progress from the 2015 European and North Atlantic (EUR/NAT) Volcanic Ash Task Force (VATF), towards a common EUR and NAT Volcanic Ash Contingency Plan (VACP). As agreed at COG/62, a meeting of experts, to advance the work and address any remaining issues in the drafting of a common draft EUR/NAT VACP, took place on 14 September 2015 in Paris, France, co-chaired by the Chairmen of EANPG COG and the NAT IMG with the support of the VATF Rapporteur, and assisted by the Secretariat.
- 6.8 The meeting was attended by experts representing those States providing services in both ICAO EUR and NAT Regions, as well as experts from Germany and the United States, and representative of the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA). The COG noted that the primary objective was to reach agreement for a common EUR and NAT VACP to take effect as soon as feasible. The meeting of experts focused on the key issues in the main body of the document aiming at "closing the loop" and producing a close-to-final version to be reviewed by the full VATF. The meeting also agreed on a change management process for the common EUR and NAT VACP to ensure it would remain common in the future.

VA CP – COG 2/2

- *EUR/NAT Volcanic Ash Contingency Plan*
- 6.9 The COG noted the experts' meeting agreed that a vast amount of expertise had already been captured in the draft proposed common EUR and NAT VACP, and that the current format of the document was adequate for its purpose. It was noted that the experts' meeting addressed all the issues previously identified and reported by the 2015 EUR/NAT VATF members, and that the document was close to being an acceptable common document for both ICAO EUR and NAT Region. Nevertheless, some actions were still required to be finalised (including completing the content of some appendices and attachments). The COG also noted that additional guidance on the drafting of content of the appendices and attachments would be provided by the Chair of IMG and the Chair of COG.
- 6.10 The COG noted the guidance provided along with the agreed timeline to conclude the drafting process and finalise the common EUR and NAT VACP, and noted the intention to hold a meeting of the full VATF was planned on 7 December 2015, just before the preparation meeting of the next volcanic exercises (VOLCEX, 8-9 December 2015) with a possible overlap on the 8 December 2015.

Rocket campaign

- Two Rockets
- Start 27 November
- End 18 December
- No Danger area established within BIRD
- Coordinated launch to ensure no aircraft is within the affected area
- Launced from Andoya Norway
- Nominal impact point 844430,9N 0142231,8E
- Radius 283,5 NM
- Affecting airspace from the North Pole to 81N.

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