CPWG21, MONTREAL 2016

Thordis Sigurdardottir, Manager Operation Reykjavik ACC/OACC

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NEW ISAVIA LOGO

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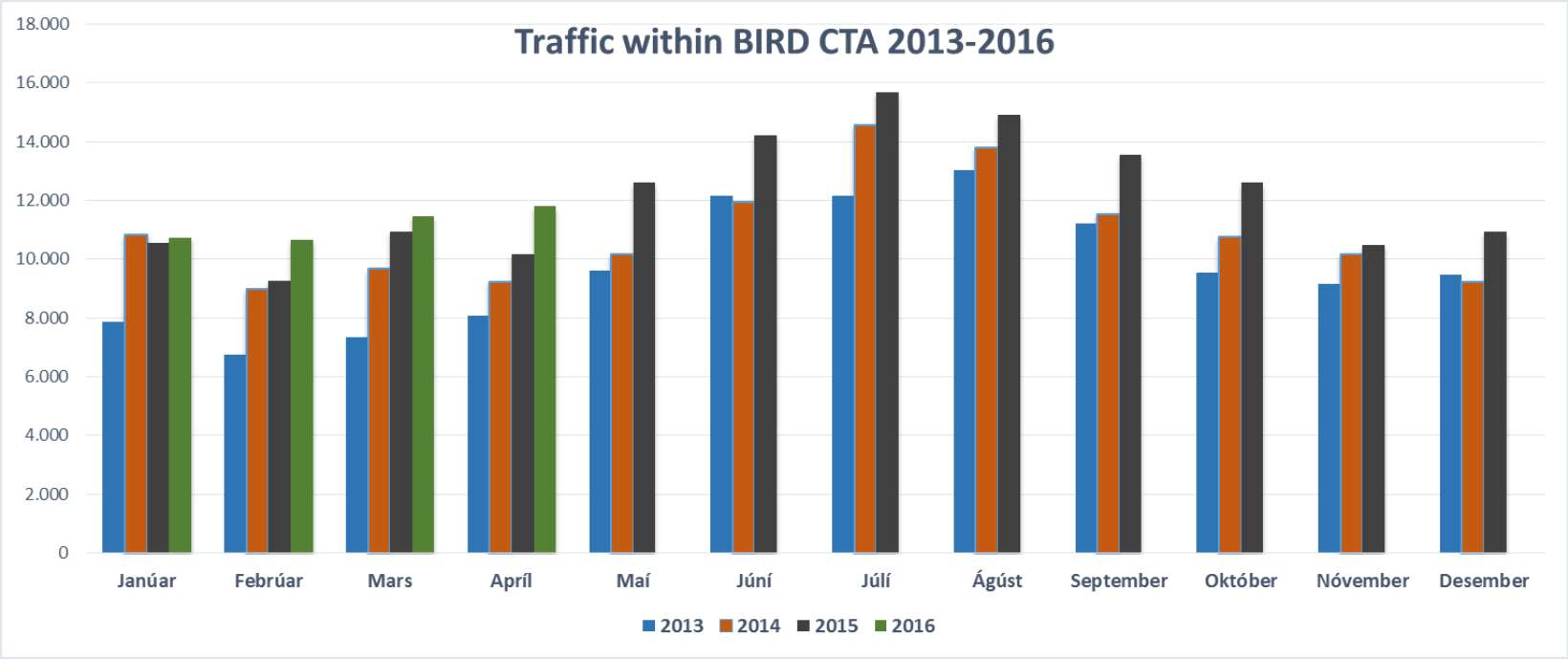
AIR TRAFFIC STATISTICS



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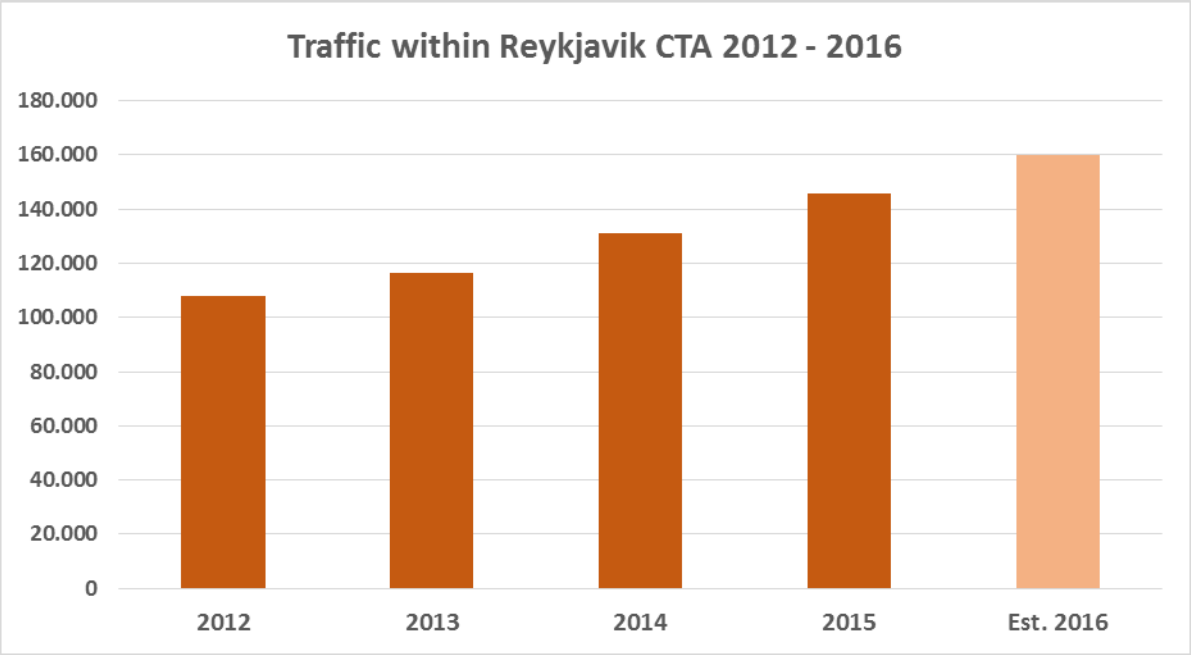
INCREASE IN AIR TRAFFIC



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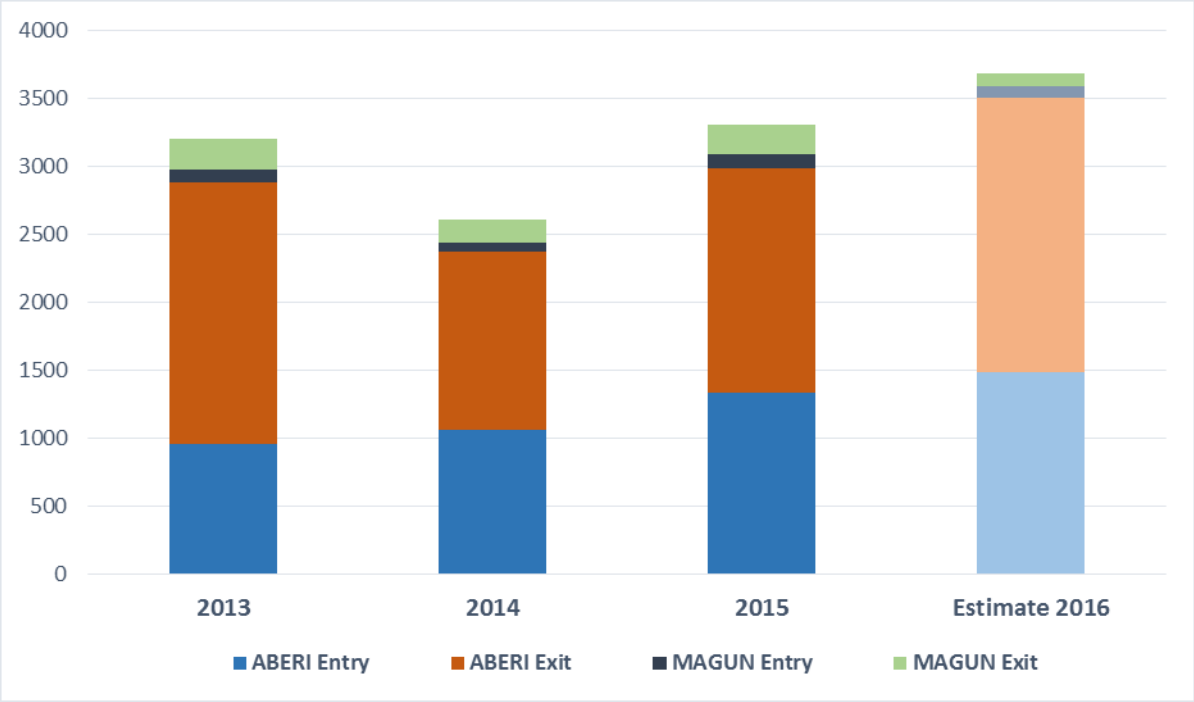
TRAFFIC TO/FROM MURMANSK



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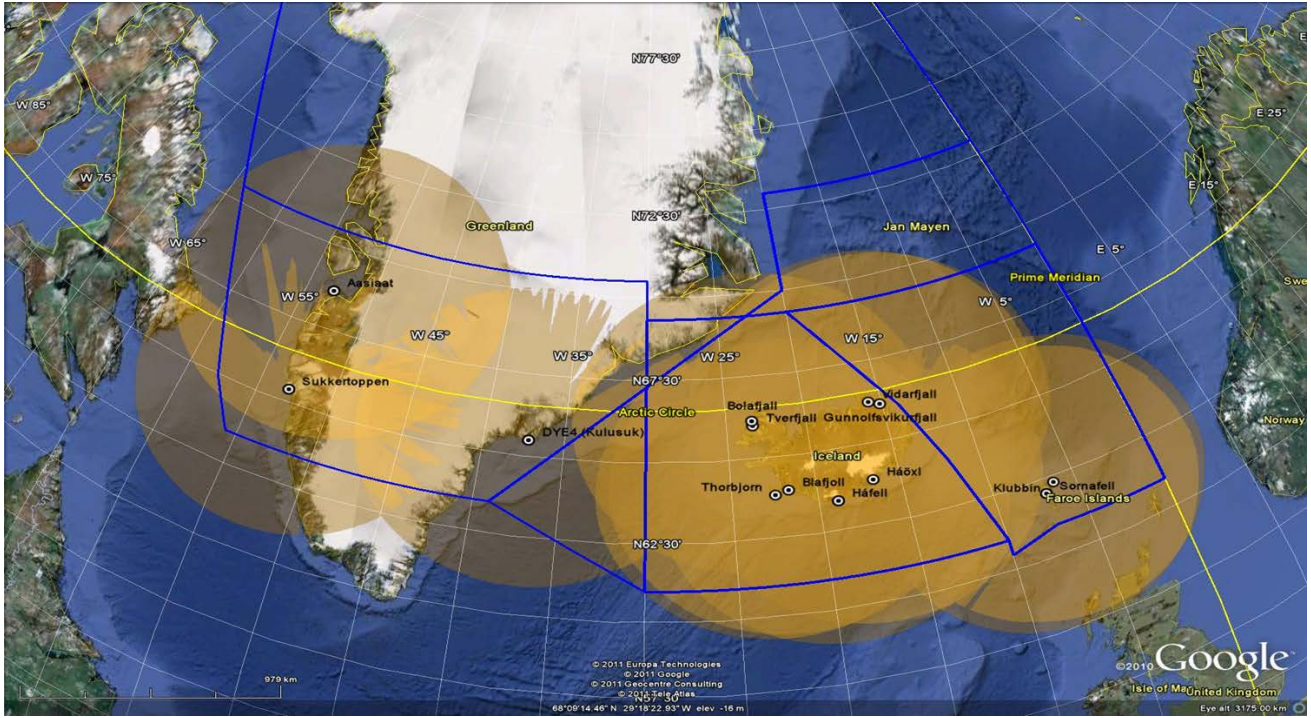
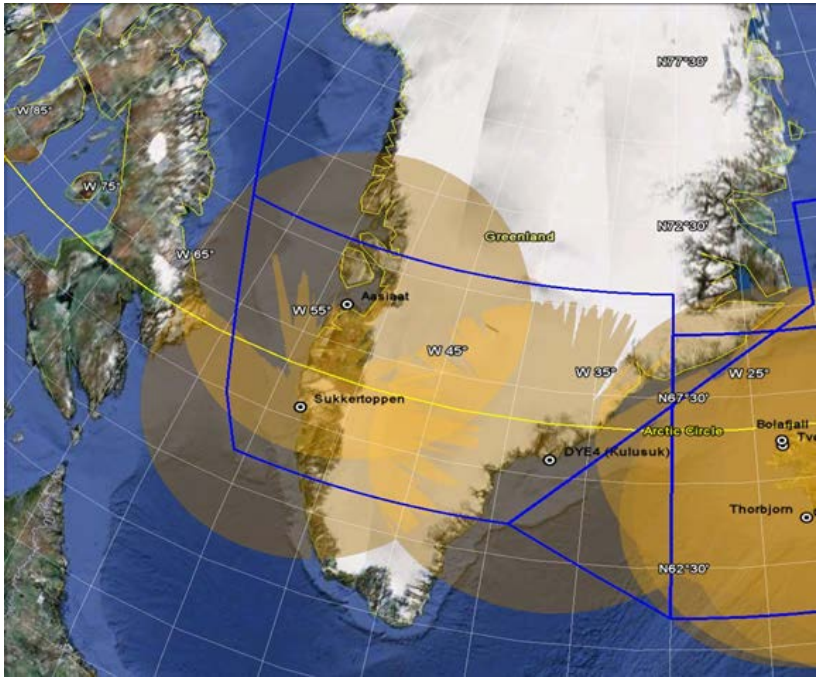
SURVEILLANCE AND VHF COVERAGE



VHF FREQUENCY 124.400 MHZ



- Three additional frequencies will be added;
- 126.900 MHz
- 128.200 MHz
- 127.500 MHZ
- Waiting for Danish approval.

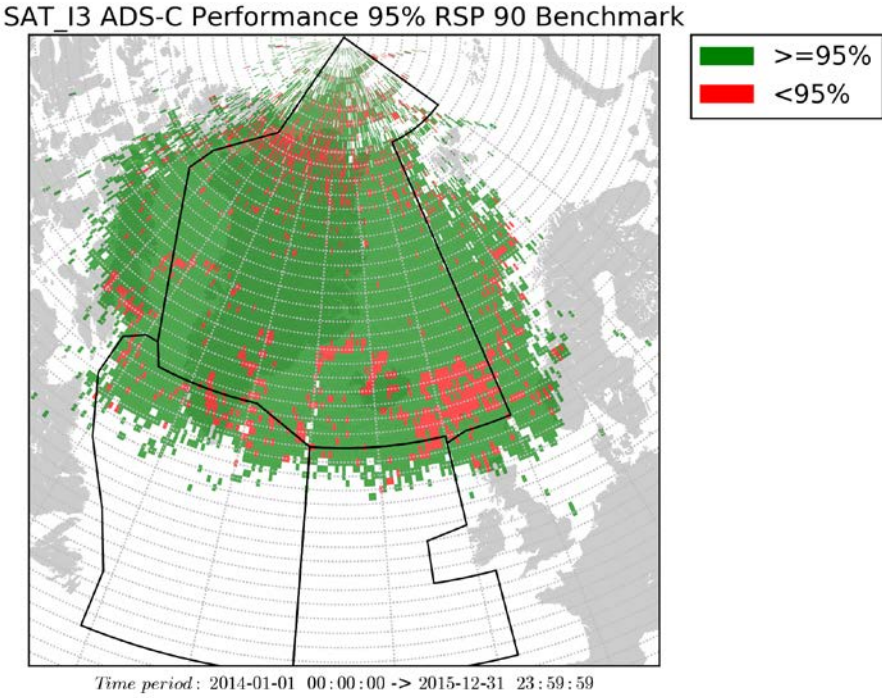
OPERATIONAL UPDATES

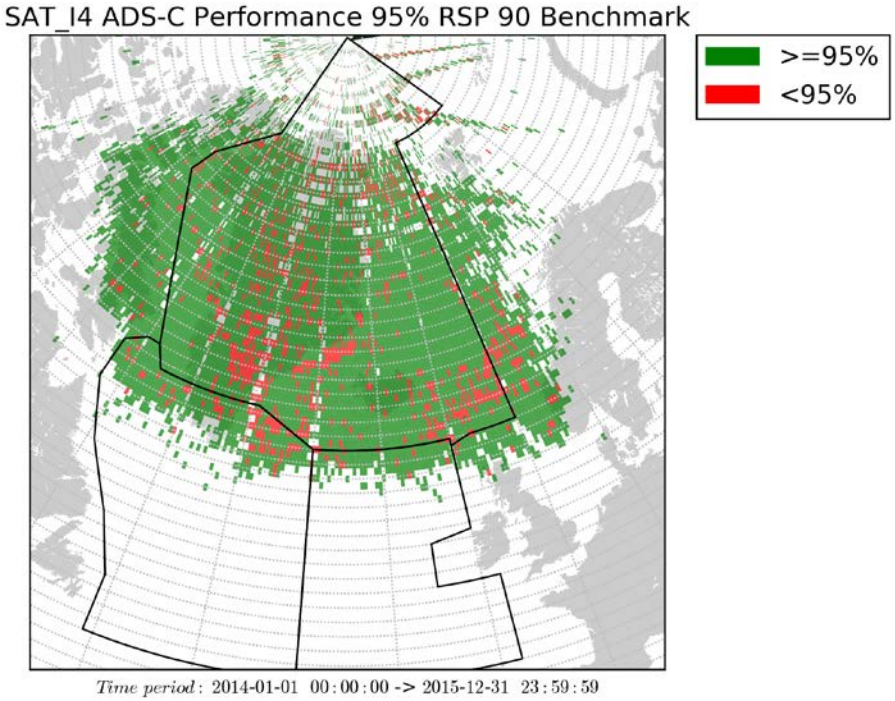
- FANS processing system integrated with FDPS system
- ADS-C periodic reporting rate changed to 15 minutes
- Automatic processing of the Greeting message was upgraded
- Voice Communication System (VCS) updated to facilitate VoIP implementation
  - VHF stations in Iceland have all been moved to VoIP
- SATPHONE,
  - Information paper was issued for controllers on how to use SATPHONE backup connection through SITA and Iridium
- ADS-B exclusion list,
  - Decreasing, i.e. Air Canada has now updated all B787 with DO-260B

INMARSAT SERVICE AREA

- I-3 satellites fleet will expire 2018.
  - Possible extension due to recent installation of a new satellite in the I-3 fleet
- I-3 will be replaced with I-4 and Alphasat satellites.
- I-4 coverage over northern part of Greenland is more limited than I-3.

I-3 VS. I-4, DIFFERENCE IN COVERAGE





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VOLCANIC ASH CONTINGENCY PLAN

- A final draft of proposed common EUR/NAT Volcanic Ash Contingency Plan has been introduced and is expected to be approved by the ICAO EANPG COG and NAT SPG on their next meeting (May and June) and published summer 2016.

- The new EUR/NAT VACP is diveded into three categories;
  - Main Body, here is the common material, and the viewpoint is in a broad spectrum and in general terms. The intention is that the contingency plan is usefull for all participants in the aviation.
  - Appendices, an extension to the Main Body, material is more focused.
  - Attachments, organized by topics, and are a lot more detailed. The attachments are divided into three sections:
    - NAT Region
    - EUR West
    - EUR East

The new draft includes no operational changes; the responsibility to fly or not to fly into an area of known or forecast VA contamination remains with AO.