**Fourteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers’ Work Group (CPWG/14)**

(Chicago, USA – 10-14 December 2012)

**Agenda Item 8: Communication, Navigation and Surveillance (CNS), Air Traffic Management (ATM) Issues**

New Air Traffic Management System (ATM) System in Bodø Oceanic Flight Information Region (FIR)

(Presented by Norway)

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| **SUMMARY**  This paper presents brief information regarding the implementation of a new ATM system for Bodø Oceanic FIR. |

1. **Introduction** 
   1. This paper gives a brief description of the ongoing project of replacing the current ATM system in Bodø Oceanic FIR, and the implementation of new and improved services.
2. **Background and Discussion**
   1. In connection with the implementation of controlled airspace in Bodø Oceanic FIR in 1991, Avinor acquired an ATM system in order to assist the controller in conflict probing and estimate calculation in the North Atlantic (NAT) airspace. The system was very basic, and can only receive limited flight plan related data from Aeronautical Fixed Telecommunication Network (AFTN). No other inputs and no outputs to other systems are available. Over the first ten years, there were a few updates and upgrades of the system, for example the implementation of Reduced Vertical Separation Minima (RVSM). Around year 2000, the company that produced and supported the system ceased to exist, and since then there have been no changes or upgrades to the system.
   2. In 2010 it was decided that the old ATM system should be replaced, and a project has been ongoing since then to acquire a new system. It is now estimated that the new system will be in place and operational by the end of 2013.
   3. The new system will have several improvements and implement new services within the Bodø Oceanic FIR. In addition to improved conflict probing, the new system will also implement radar data integration, data link services, and On-Line Data Interchange (OLDI) services with adjacent units. Data link services will consist of Automatic Dependent Surveillance (ADS) and Controller-Pilot Data Link Communications (CPDLC), as well as Oceanic Clearance Delivery.
   4. The level of automation in the new system will facilitate increased capacity as well as improved quality of the service provided. It will reduce the workload of controllers as well as flight crew. The implementation of OLDI will also reduce the time spent on manual coordination with adjacent units significantly.
   5. The new system will consist of two controller working positions, a control and monitoring position, and a simulator. A simulator has not been available for the old system, so this will also make training of new controllers easier and more efficient.
   6. The new system will also be compatible with recently implemented features such as Flight Plan (FPL) 2012 and Centralized Code Assignment and Management System (CCAMS).
3. **Recommendation**
   1. The Meeting is invited to note the information.