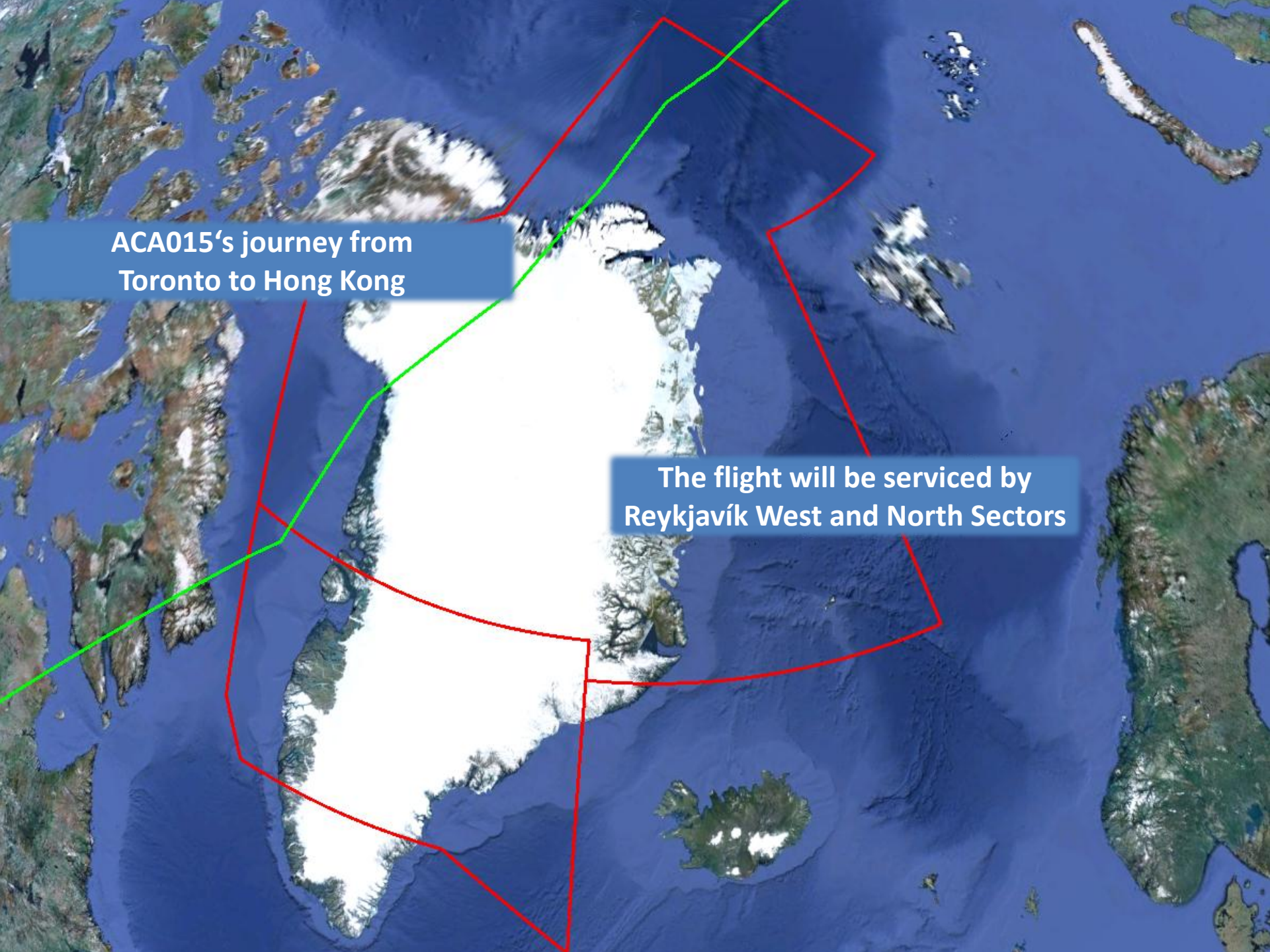




ISAVIA PRESENTATION

CPWG 15 – BODÖ May 13th – 17th.





ACA015's journey from
Toronto to Hong Kong

The map shows the North Atlantic Ocean with Greenland in the center. A red line outlines a large area covering the North Atlantic, while a green line traces a specific flight path from the west coast of North America, through Greenland, and towards Europe. Two text boxes are overlaid on the map: one on the left and one on the right.

The flight will be serviced by
Reykjavík West and North Sectors

Reykjavík West Sector

**An estimate is passed verbally by
Edmonton on ACA015**

The flight is routing via BOPUT at FL310

The controller inserts the information into the FDPS system which prepares a flight strip

[illegible]

W - BLH/ABV

OptionsIBCOVHFStripHelp

0InsertFind acid:Acid count: 8Out Of View0

ABV

410

400

390

3160B772WQX390IKMAN63N63N63N62N60NEGLL

AAL137060W050W040W030W020WKLAX

PEM084175217401703162615491509+W

380

31437A332WQX380PEPKI63N64N64N64NLTBA

THY5050W040W030W020WKORD

M08018151720164216051530+W

370

360

31857B772WNEG360NADMA71N70N69N67N64NEGLL

UAL931060W050W040W030W020WKSFO

PEM084174817361709164116071529+W

350

3173B77LWSQX35063N63N63N63N63NKLAX

S00097060W050W040W030W020WEDDP

M08417021733180518361908+W

340

31571CL60SQX0↑340LOMTAMOATT61N62N63NEMBLA

CFRCI050W040W030W020WBIKF

M080195519411850180817301719CYYZ

+WR

5N80N84N87N

OW050W040W020W

38191619462010

CYYZYHHHA+W10

69N67N63NEGLL

040W030W020WKSEA

174117091628+W

330

320

310

3202B77LWNEG310BOPUT70N70N70N68N87NCYYZ

ACA015060W050W050W040W020W

M083175318021838191619462010A+W

Annotation : ER A M083 OR MORE

3175B77WWSQX3106030N65N6830N

CPA841055W050W045WKJFK

M083171017441811****

A+W

Annotation : FPL-7130N04000W 7730N02000W 80N000E PIREL R705 SIVDI (TINEM ▼

300

290

280

Reykjavík West Sector

70N060W

BOPUT

3202	B77L		N		BOPUT	70N	75N	80N	84N		87N	CYYZ
ACA015		W	EG	310		060W	060W	050W	040W		020W	VHHH
M084		M			1751	1800	1835	1913	1943		2006	+W

ACA015 requests an oceanic clearance via datalink:
RCL 046 ACA015-BOPUT/1751 M084F310

The oceanic clearance is automatically sent by the
FDPS system and received by ACA015 within one
minute from the request being made

The FDPS strip for ACA015 is updated accordingly

Reykjavík West Sector

BOPUT

70N060W

The FDPS checks the flight profile against all other traffic in the system and warns the controller of potential loss of separation

In the case of ACA015 no conflict is detected

[illegible]

Reykjavík West and North Sectors

A CPDLC connection is established with ACA015

ADS-C contracts are set up for:

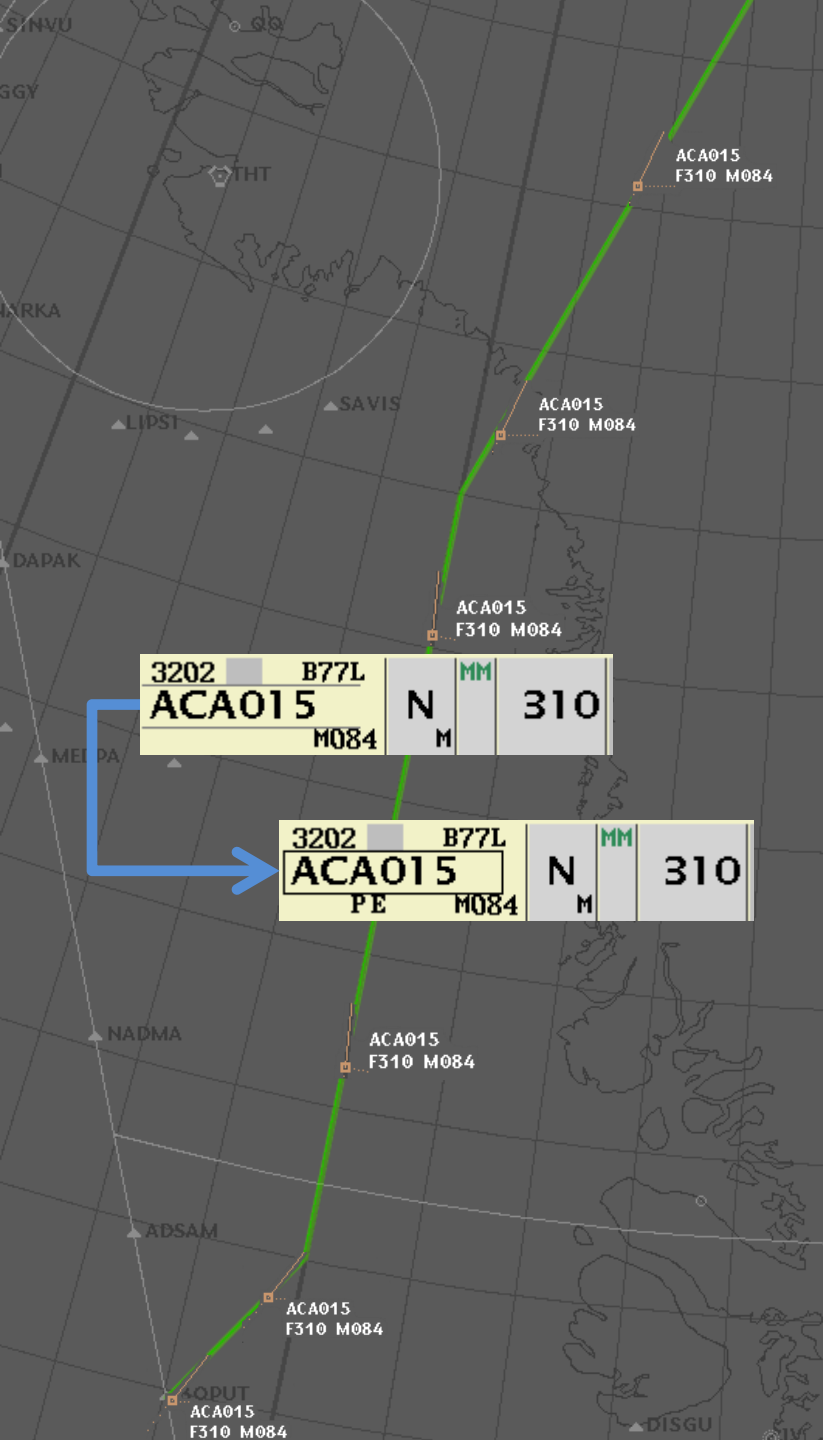
- Periodic reports
 - 18 minute reporting rate
- Event contract
 - Waypoint change event
 - Lateral Deviation Change
 - Altitude Range Change
 - Vertical Rate Change

The CPDLC and ADS-C status is displayed to the ATCO on the strip

ACA015 is also in VHF and HF contact with Iceland Radio

The aircraft's progress is calculated and displayed to the controller on a situation display

Position reports by ADS-C or voice are also used to update the aircraft's progress as displayed to the controller

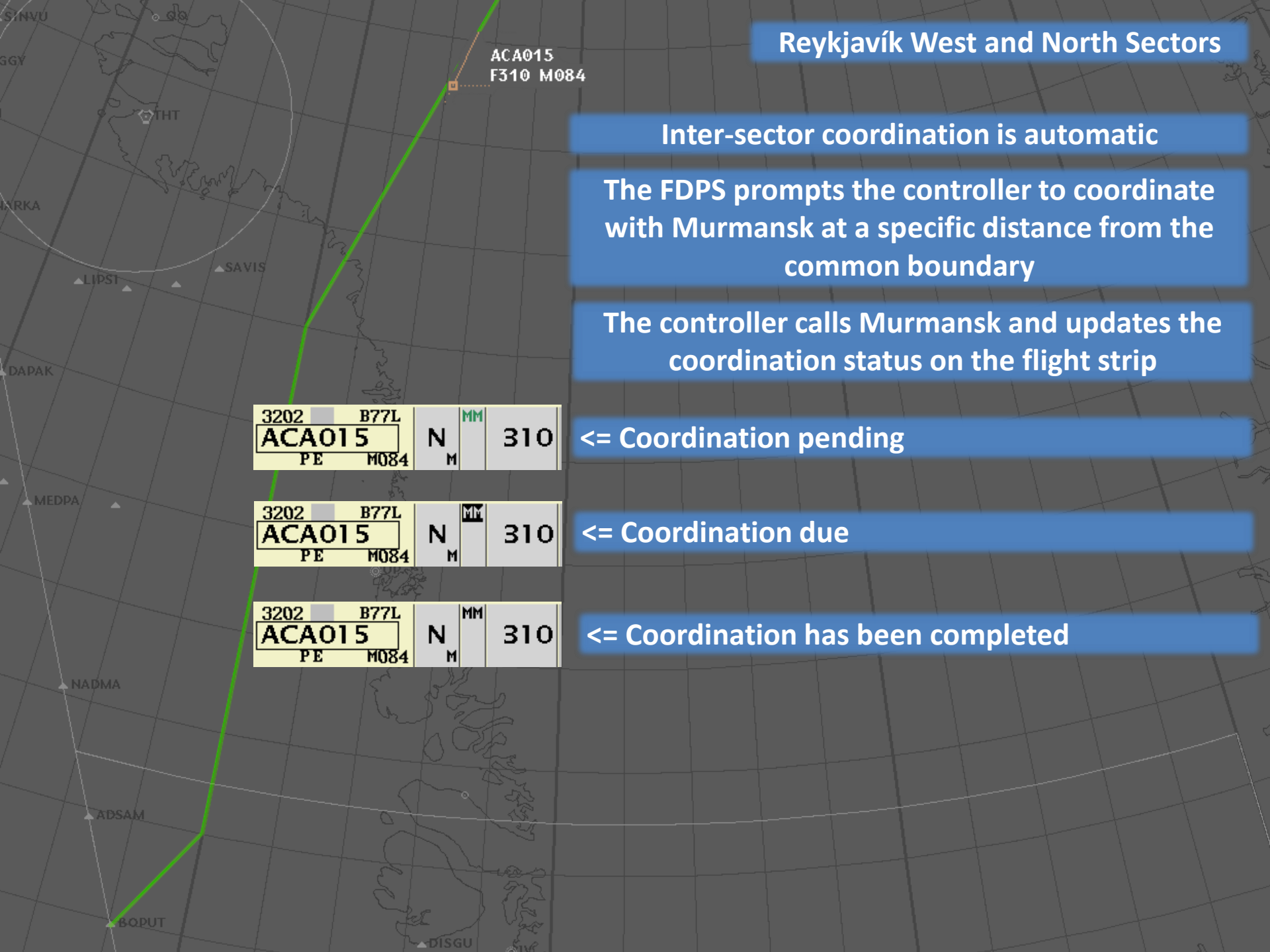


Reykjavík West and North Sectors

Inter-sector coordination is automatic

The FDPS prompts the controller to coordinate with Murmansk at a specific distance from the common boundary

The controller calls Murmansk and updates the coordination status on the flight strip



3202	B77L		MM	310
ACA015		N	M	
PE	M084			

<= Coordination pending

3202	B77L		MM	310
ACA015		N	M	
PE	M084			

<= Coordination due

3202	B77L		MM	310
ACA015		N	M	
PE	M084			

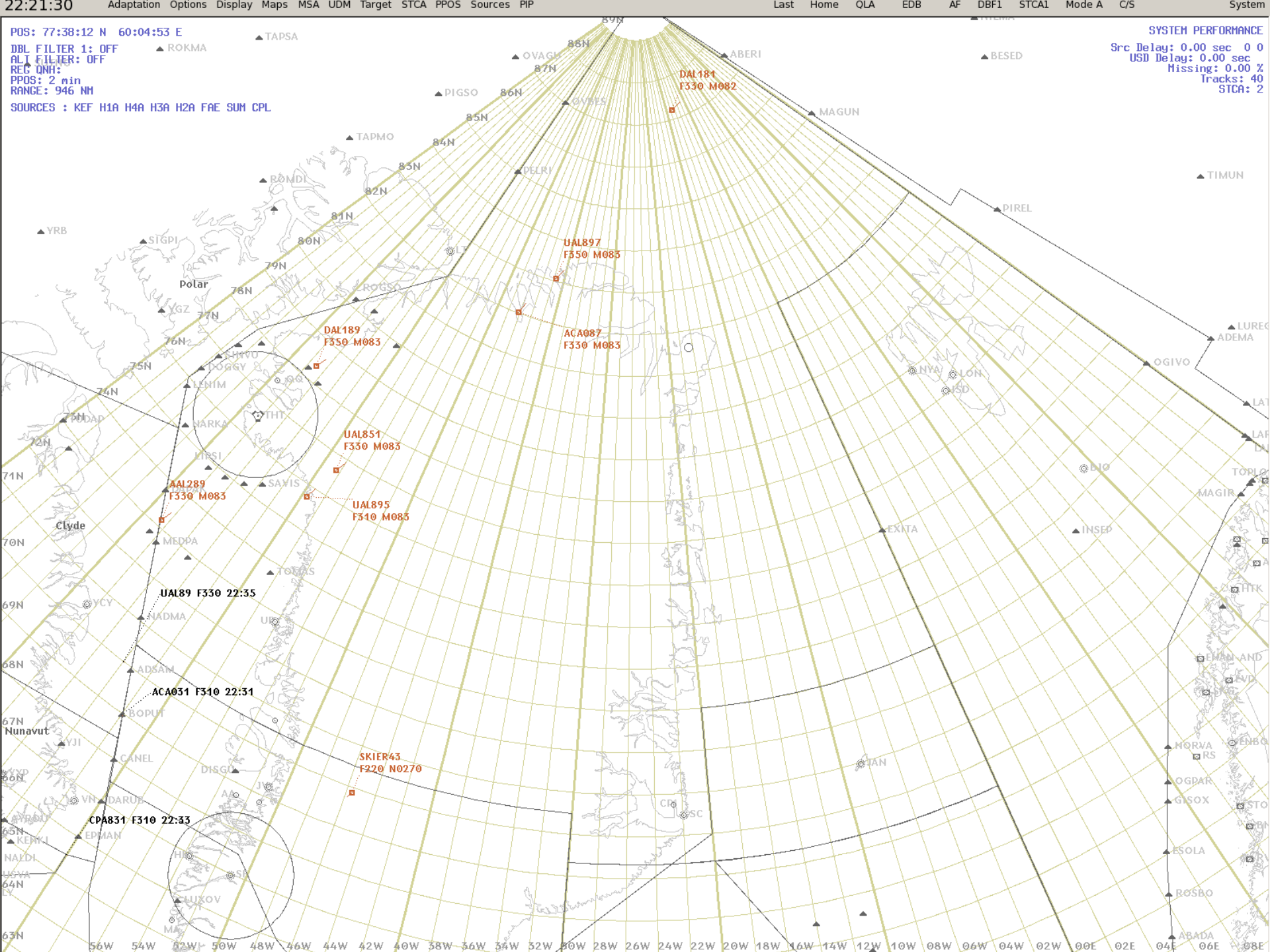
<= Coordination has been completed

When ACA015 passes by ABERI, control of the aircraft is transferred from Reykjavík to Murmansk

The flight control strip is automatically terminated when ACA015 is out of Reykjavík's expanded boundary

ABERI
ACA015
F330 M084

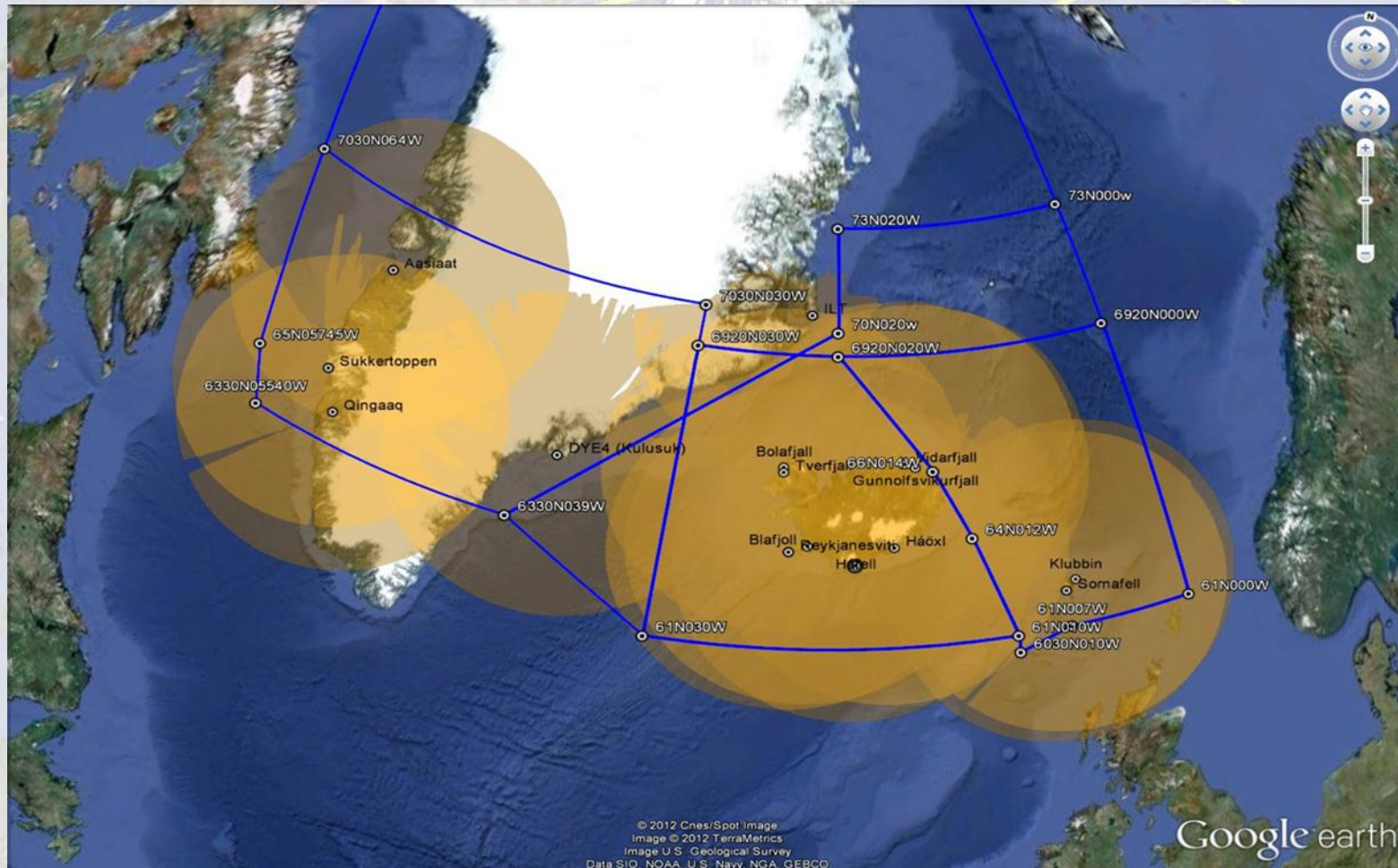
3202	B77L	B934			70N	75N	80N	84N	87N	ABERI	RAVUL	CYYZ
ACA015		N	330		060W	060W	050W	040W	020W			VHHH
PE	M084	M			1800	1836	1914	1944	2009	2027	2102	+W



Developments

- ADS-B implementation plan:
 - New tracker
 - Surveillance data from 8 ADS-B sites in Iceland
 - Surveillance data from 2 ADS-B sites in Faroe Island
 - Surveillance data from 5 ADS-B sites in Greenland (scheduled for implementation end 2014)

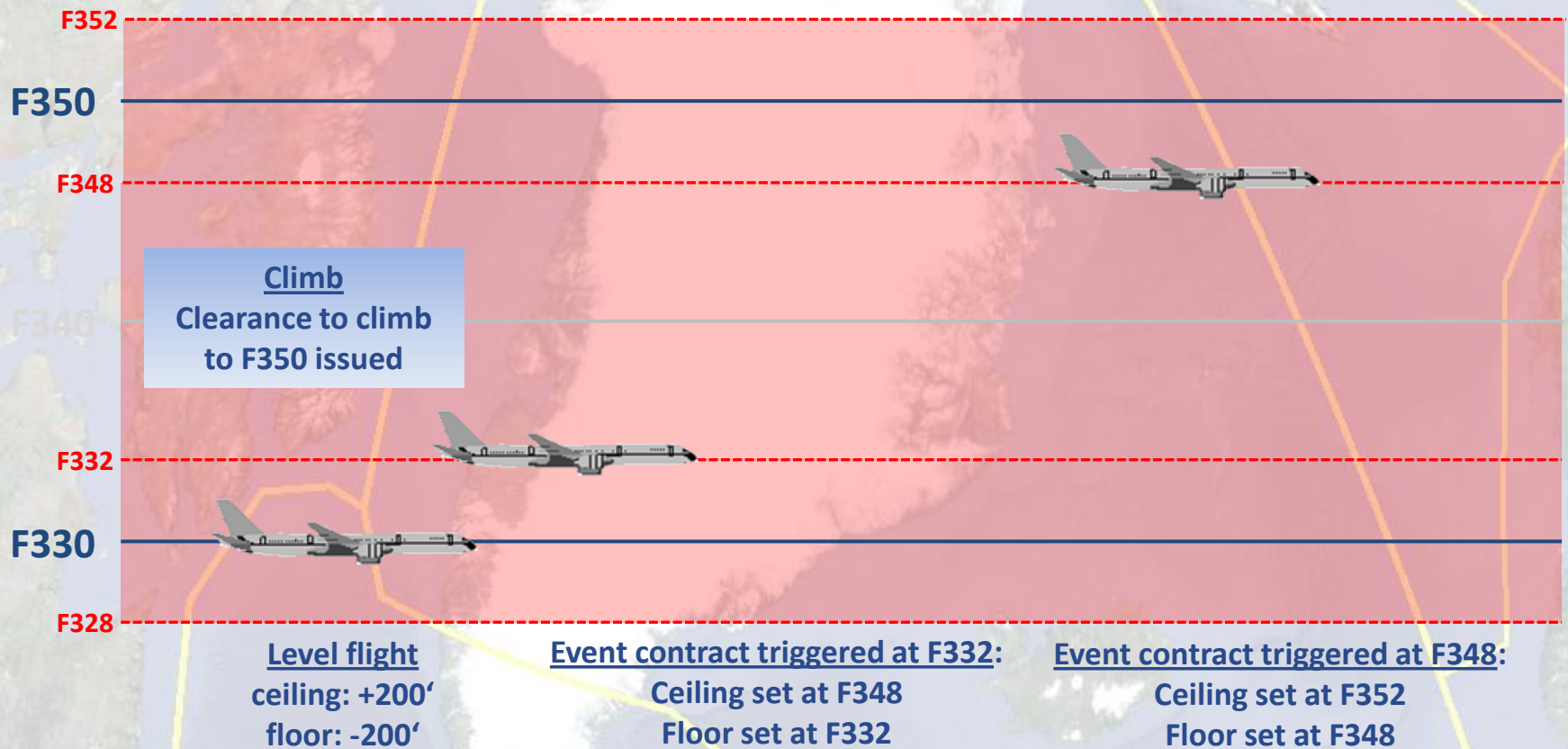
ADS-B future coverage



Developments

- Edmonton AIDC
 - Implementation May/June 2013.
- ADS-C (FANS)
 - 18 minute periodic ADS-C reports
 - 5NM ADS-C lateral conformance contract
 - ADS-C vertical conformance monitoring
 - Rate of descent monitoring – more that 6000'

ADS-C Vertical Conformance



Developments

- Report leaving, report reaching
 - All vertical clearances issued by Reykjavik, when the aircraft is not radar identified, now include an instruction to report leaving the previously assigned level and report level at the new cleared level.
- A/c speed
 - Doc7030 obligated aircraft to fly fixed mach no. in NAT region. Iceland is starting discussions within NAT how to change that

Data Link Mandate

- Data Link Mandate in Nat region
 - Phase 1 implemented February 7th 2013
 - FL360-F390 on 2 core NAT OTS reserved for FANS equipped aircraft
- Future plans for phase 2:
 - Commence February 2015;
 - The vertical and lateral dimensions of the airspace will be defined and advertised at a later date.

Thank you

