

**Seventeenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/17)**

(Samara, Russia, 3-6 June 2014)

Agenda Item 6: ATS Route Catalogue Update

BIRD Boundary Waypoints

(Presented by Isavia)

SUMMARY

This working paper introduces six new waypoints at Edmonton/Reykjavik boundary, effective from April 3rd 2014.

1. Introduction

1.1 This working paper introduces six new waypoints at Edmonton/Reykjavik boundary effective with AIP AIRAC054 April 3rd 2014.

1.2 The paper also informs that filing a boundary waypoint is now mandatory for aircraft entering the Reykjavik CTA from the Edmonton CTA.

2. Discussion

2.1 The NAT region is unique in that it issues special clearances that are termed “Oceanic clearances” to aircraft entering the airspace. The NAT oceanic clearance is only valid within the NAT airspace and has a voice format indicated with the example below (the data link format is similar):

REYKJAVIK OAC CLEARS <ACID> TO EDDF,
VIA MEDPA 73N060W 72N040W 71N030W 69N020W 65N020W GUNPA,
FROM MEDPA MAINTAIN F340 M083

The word “FROM” signifies the point from which the oceanic clearance is valid.

2.2 The norm is that the oceanic clearance starts at an oceanic entry point that is located on the NAT boundary. An exception to that has been the boundary between Edmonton and Reykjavik where aircraft have in many cases routed between waypoints within the Edmonton area to waypoints within the Reykjavik area without having to route via a boundary point. This situation could be fairly well handled in a manual coordination system, even when aircraft were routing on long direct flight legs towards the Reykjavik boundary (sometimes even routing from a waypoint in the Montreal airspace direct to a waypoint in the Reykjavik area).

2.3 There are however safety issues associated with this method since in those cases the oceanic clearance has been issued from a waypoint that was sometimes deep within the Canadian domestic airspace even though it was in reality only valid from the Reykjavik boundary. This has for example implications with respect to loss communication procedures and also with regard to when aircraft should change flight level or speed to comply with the oceanic clearance.

2.4 Those issues have now been compounded with the introduction of automatic coordination between Reykjavik and Edmonton and it was eventually decided for safety reasons that the oceanic clearance issued by Reykjavik to aircraft crossing the Edmonton/Reykjavik boundary needed to be changed so as to be valid only from the Reykjavik (NAT) boundary in the same manner as is done everywhere else in the NAT. The scarcity of defined waypoints on the Edmonton/Reykjavik boundary however leads to the clearance in many cases being issued from a 9-letter FDPS system calculated boundary crossing point that the pilot needs to enter into the FMS. Receiving such a waypoint via a data link clearance is not optimal but probably much worse for aircraft receiving the clearance via HF voice.

2.5 In cooperation between Reykjavik, Edmonton and IATA it was determined that the best solution to this problem was to add six new waypoints to the Edmonton/Reykjavik boundary so as to create a series of boundary waypoints, normally spaced approximately 50 – 60 NM in latitude from 66 North to 81 North. Those waypoints was published in AIRAC April 3rd 2014.

3. Action taken

3.1 From April 3rd 2014 (Iceland AIP AIRAC054) the following was made mandatory for aircraft entering the Reykjavik CTA from the Edmonton CTA:

- Flight plan via a 60W coordinate at or north of 82N.
- Flight plan via a five letter boundary point south of 82N (DARUB and EPMAN are considered to be boundary points).

Following is a list of the new waypoints at Edmonton/Reykjavik boundary, see Appendix A:

AP SIN	81°00'00"N 065°16'00"W
BUDUM	80°00'00"N 069°15'00"W
DEXUN	79°00'00"N 072°24'00"W
ELNUS	78°00'00"N 075°00'00"W
GELBO	74°47'26"N 072°32'09"W
INGUM	71°52'52"N 066°16'54"W

The following waypoint has been withdrawn due to close proximity to BUDUM:

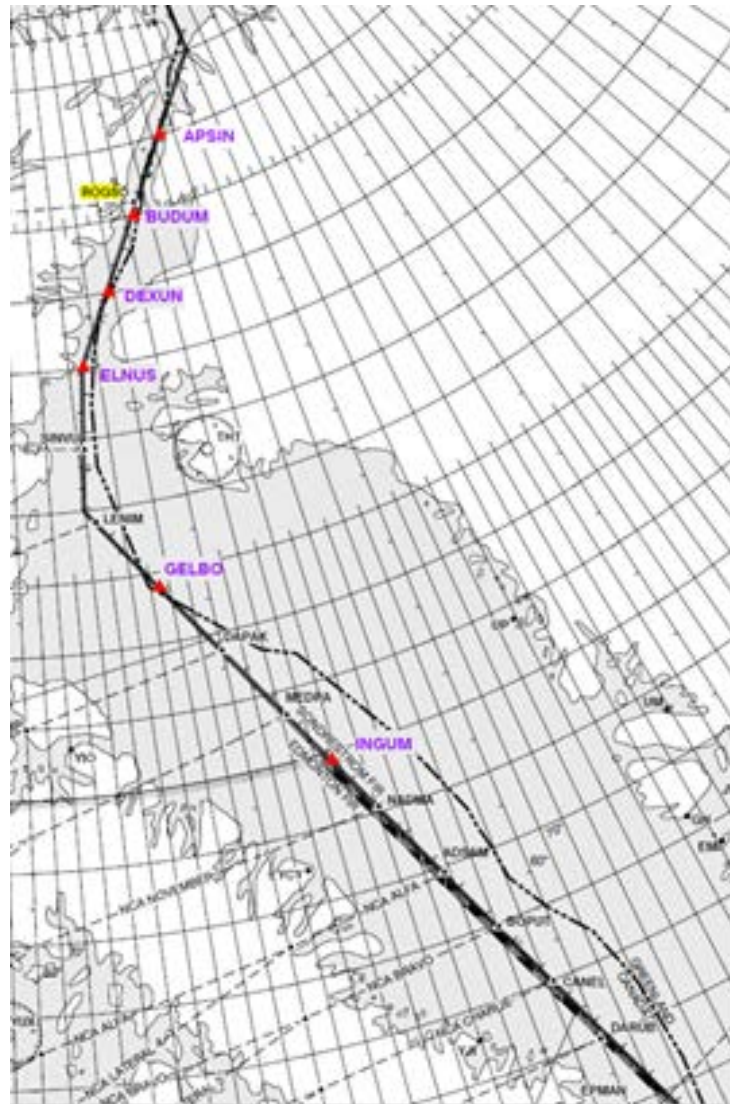
ROGSO	80°10'52"N 069°00'00"W
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4. Action by the Meeting

4.1 The meeting is invited to:

- a. note the information contained in this Working Paper.

Appendix A – Boundary fixes at Edmonton/Reykjavik boundary



Following is a list of the new waypoints at Edmonton/Reykjavik boundary:

APSIN	81°00'00"N 065°16'00"W
BUDUM	80°00'00"N 069°15'00"W
DEXUN	79°00'00"N 072°24'00"W
ELNUS	78°00'00"N 075°00'00"W
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