

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

(Samara, Russia, 3-6 June 2014)

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

HF Communication Contingency Plan

(Presented by Isavia)

SUMMARY

This information paper presents information on HF communication contingency plan Isavia has in the event of poor HF conditions in the Reykjavik CTA.

1. Introduction

1.1 When HF conditions are degraded, special procedures are being applied in Reykjavik Area Control Centre.

1.2 In the Letter of Agreement between Edmonton and Reykjavik procedures during poor HF propagation is also detailed and applied.

1.3 Iceland Radio sends information to Reykjavik Shift Manager every six hours on HF forecast in Reykjavik CTA. HF conditions are categorized as follows:

- 0. Blackout
- 1. Scarcely perceptible
- 2. Weak
- 3. Fairly good
- 4. Good
- 5. Very good

HF conditions in categories **0-2** is considered poor.

2. Procedures when HF condition is 0-1

2.1 Reykjavik Shift Manager informs controllers and adjacent centres.

2.2 If conditions are 0 (blackout) Shift Manager sends out Notam message with information on procedures, i.e. *Due to degraded HF propagation in BIRD North Sector, only directional levels are available. Aircraft should not expect level changes within BIRD North Sector. Aircraft are advised to use Satphone, Iceland Radio short code 425105 or relay via other stations.*

2.3 Air Traffic Controllers are instructed to use directional levels.

2.4 Air Traffic Controllers are instructed to complete coordination with adjacent units and ensure strategic separation through Reykjavik CTA before aircraft leaves VHF coverage.

3. Procedures when HF condition is 2.

3.1 Reykjavik Shift Manager informs controllers and adjacent centres.

3.2 Air Traffic Controllers are instructed to use directional levels.

3.3 Air Traffic Controllers are instructed to ensure strategic separation through Reykjavik CTA before aircraft leaves VHF.

4. Action by the Meeting

3.1 The meeting is invited to note the information provided in this paper.