

Nineteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/19)

(Tokyo, Japan, 11-15 May 2015)

Agenda Item 8: ANSP Update

CHANGES TO REYKJAVIK FLIGHT DATA PROCESSING SYSTEM

(Presented by Isavia)

SUMMARY

This working paper presents information for the Group's consideration

1. Introduction

- 1.1 This information paper informs on changes being done to the Reykjavik Flight Data Processing System (FDPS) to address the use of data link north of 82 North and a new version of the document *Reykjavik Data Link Oceanic Clearance Delivery (OCD) Crew Procedures*.

2. Discussion

- 2.2 After the 2012 Flight Plan change it is now possible for Air Navigation Service providers to identify in FPL item 10a different data link equipment aboard aircraft. J2 indicates FANS HF data link, J5 indicates Inmarsat data link and J7 indicates Iridium data link.
- 2.3 The Inmarsat satellites only have reliable coverage to approximately 82 North and the Reykjavik FDPS has therefore terminated CPDLC connections before aircraft reach 82 North.
- 2.4 On 24th of March the Reykjavik FDPS will be changed to take account of flight planned data link capabilities as follows:
- a) FANS CPDLC and ADS-C services are provided in the polar region north of 82 North if the aircraft has flight planned HF (J2) or Iridium (J7) data link;
 - b) FANS CPDLC and ADS-C services are terminated at 82 North if the aircraft has flight planned Inmarsat (J5) data link and neither HF (J2) or Iridium (J7) data link;
 - c) In the case of b) above the following free text CPDLC message is automatically sent to the aircraft 30 minutes before reaching 82 North (or as soon as Reykjavik becomes the Current Data Authority if less than 30 minutes):

CPDLC AND ADS-C SERVICES WILL BE TERMINATED WHEN LEAVING SATELLITE COVERAGE AT 82N. AT AND NORTH OF 82N USE VOICE FOR POSITION REPORTS AND OTHER COMMUNICATIONS.

- 2.5 The document *Reykjavik Data Link Oceanic Clearance Delivery (OCD) Crew Procedures* has also been updated to Version 4 to inform flight crews about the data link coverage limitation north of 82 North. The following Note was added to paragraph 2.6 (see Attachment A):

Note: Due to coverage limitations, aircraft equipped with Inmarsat data link cannot expect to be able to obtain an oceanic clearance via data link when north of 82°N. Aircraft that are equipped with Iridium and/or HF data link are not bound by the same coverage limitations and should be able to obtain an oceanic clearance via data link regardless of location

- 2.6 The new version of the document is available as NAT OPS Bulletin 2015_002 on the EUR/NAT Documents web site.
- 2.7 The Iceland AIP will be updated on 29 May 2015 to reflect the changes described in this Information paper.

3. Action by the Meeting

- 3.1 The meeting is invited to:
- a. review the information contained in this Working Paper;
 - b. endorse the information provided in this Working paper.