

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: CNS and ATM issues

FPL filing in Bodø Oceanic FIR

(Presented by Avinor)

SUMMARY

This paper presents information on FPL filing procedures in Bodø Oceanic FIR, and highlights filing requirement between domestic and Oceanic sectors after implementation of the new Oceanic ATM system (BOAS)

1 Introduction

1.1. The Norwegian AIP section ENR 1.3 describes requirements for flight planning on random routes in Bodø Oceanic Control Area (OCA)/ FIR.

Item 15 (route) in the flight plan should state:

- a. Speed in Mach number and flight level at Bodø OCA/FIR entry point
- b. The last domestic reporting point prior to Bodø OCA/FIR entry.
- c. Bodø OCA/FIR ENTRY point
- d. Significant points in accordance with procedures described in Doc 7030 – NAT region
- e. Bodø OCA/FIR EXIT point
- f. First domestic reporting point after Bodø OCA/FIR EXIT point.

1.2. In general, the Bodø OCA ENTRY/ EXIT point can be defined as a published significant point, a position defined by latitude and longitude, or as a radial and distance from a significant point.

1.3. As a key part of ensuring the overall safety in the NAT Region, pilots are reminded of the importance of strict adherence to the Oceanic Clearance. The NAT Oceanic Clearance provides separation from all known aircraft from the Oceanic Entry Point to the Oceanic Exit Point. This separation can only be assured if all aircraft enter Oceanic Airspace in accordance with their Oceanic Clearance.

2 Discussion

2.1. With the implementation of BOAS on March 5, automatic coordination via OLDI was introduced between BOAS and the domestic ATM system. OLDI was tested extensively prior to implementation. It was discovered occasional errors where no coordination message was sent from the domestic system to BOAS if the flight filed a DCT across the Oceanic FIR boundary.

2.2. To eliminate the risk of missing coordination between domestic and oceanic sectors, filing a published significant point at the boundary between Domestic and Oceanic OCA/FIR is mandatory. After

the next domestic system upgrade in 2016 it is expected that any of the methods described in 1.2 above will be accepted.

2.3. The map below shows the available published points between Norway domestic FIR and Bodø Oceanic FIR



3 Recommendation

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