



FÉLAG ÍSLENSKRA FLUGUMFERÐARSTJÓRA

ICEATCA



56th ATCA conference, Washington DC 02-05 október 2011

Ráðstefnan var haldin í Gaylord national hótelinu sem stendur við Potomic ánnu skáhalt á móti Alexandria sem er elsta hverfi Washington. Hótelið er eitt það stærsta sem ég hef komið inn í og fullkomið fyrir ráðstefnur af þessu tagi.

138 fyrirtæki sýndu vörur sínar á ráðstefnunni, meðal fyrirtækja voru Boeing, Arinc, Canso, ATCA, Frequentis, IBM, Harris, NAV Canada, NATS, Grumman, Lockheed, SAAB and Raytheon.

Þeir sem voru á Disruptive panel funduðu kl 0630 þann 3/10 til að skipuleggja en áður höfðu farið fram 2 símafundir til að skipuleggja umræðurnar. Skipulagið var mjög gott og allir tilbúnir með sitt efni. Þeir sem voru með mér voru:

Takeshi Imagome – Japan civil aviation bureau. Talaði um Töhuku jarðskjálftan og tsunami sem fylgdi í kjölfarið. Hann talaði um það hvernig gekk að koma flugvellingum aftur í gang.

Mark libby – FAA – hann talaði um það hversu mikið það munar að vera í sambandi við næstu þjóðir skiptir miklu máli þegar upp koma óvænt atvik og einnig í daglegum rekstri. Þeir eru með netfundi við Japani, Kanada ofl í hverri viku.

John O'Sullivan – Harris Corporation – Harris sér um flest allar groundstöðvar fyrir FAA, radara, NDB, VOR ofl. Hann talaði um hversu mikilvægt væri að fá fyrirvara á því þegar óveður væri í vændum svo hægt væri að bregðast við í tíma.

Joe Sultana – Eurocontrol – Hann talaði um það að hægt væri að bregðast við umferð eins og við sáum í Eyjafjallajökuls gosinu með flow control þótt það hafi ekki virkað fyrstu 2 dagana hjá okkur á þeim tíma. Hann talaði einnig um að pólitískt umhverfi í Evrópu væri erfitt þar sem hver þjóð hefur sína skoðun á hlutunum.

Jason Tuell – National oceanic and atmosphere administration – 2010 var dýrasta árið frá upphafi með í veðurfarslegu tilliti tugir milljarða dollara kostaði að lagfæra eftir hurrícanes, tornados, flóð og skógarelda. Hann sagði að árin 2012 og 2013 myndu vera ár sólgosana sem gætu haft veruleg áhrif á GPS tækin og yrði sjálfsagt næsta stóra vandamál í fluginu.

Sigurður Hólmar Jóhannesson – ICEATCA –

- I want to take you back to may 2010 when Eyjafjallajökull was erupting and the ash closed airspace in Europe. For many days there was almost no traffic in our airspace but then on the 7th of may on a Friday we were expecting some traffic but not that much that was going to go from Europe north of Iceland to Canada and the states. Without much notice we were told to expect more than the 300 aircraft that was previously estimated. We had 12 controllers on duty that day and by 11 in the morning they were all working and traffic just kept on pouring in. The supervisors were busy trying to call more controllers. We ended up being 22 controllers and the number of aircraft that went through was over 600 which was a new record for us, keeping in mind that they are in our airspace for 3-4 hours that is a lot of aircraft and all on random routes.



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- The next 4 days we set a new record every day and on the 11th the number of traffic going through was 1019 aircraft. We got more organized when we knew what to expect and most of the traffic was on tracks the last 3 days.
- **I will now show you a recording from the 11th of may.**
- The executive board of IFATACA awarded the Icelandic controllers for outstanding professionalism last April during the international conference in Amman, Jordan

Operational impacts:

- Our biggest problem was manpower, we are a small centre with 44 controllers with a valid license and we were all except, 2 that got off the island 😊, working 14-16 hours a day until the traffic slowed down to normal 5 days later. All the controllers put their lives on hold and worked with less than minimum breaks these 5 days, we used all 15 sectors that we had available, on a daily basis we only use 4-7 sectors

We had 3-5 supervisors instead of 1 per shift. We would not have been able to keep this up for much longer perhaps one or two days max but then we would have had to give the crew a rest.

ARE WE READY FOR ANOTHER BIG ERUPTION?

Coincidentally I arrived in DC yesterday on Icelandairs B757 that bears the name KATLA which is Eyjafjallajökulls BIG sister. Would anything be different now if Katla would erupt tomorrow and erupt for the next 120 days like it did 1755?

The answer is NO, we have all made some adjustments to our system and we learned a lot but no drastic changes have been made. The regulations are also basically the same

International volcanic ash task force is working on future solutions on how to minimize the effects eruptions have on air traffic. The greatest obstacle for the task force faces is APPENDIX B in PANS ATM which states that: "controllers should take extreme caution to ensure that aircraft do not enter volcanic ash clouds"

So what are volcanic ash clouds?

There is no definition of an "ash cloud" Is it any cloud that has ash in it or is it low medium or high concentration cloud? Until the definition is agreed upon and written in the documents ATCO's are not going to give clearances into possible ash clouds.

Some people want to have the responsibility put on the airlines and the regulators in each state whereas others want the responsibility to remain with ATM

There are a number of problems with giving each state the right to decide which airline can fly in VA clouds and also for the airline to decide if they are going to do it. If an aircraft is enroute and observes an ash cloud how is it going to react? Ask for a reroute? declare an emergency if reroute is not available?



Turn around? Go through it? And who makes the decision? The pilot? The airline? The company that owns the engines?

There are 3 basic things that matter when it comes to volcanic ash:

1. Science – where is the ash and how much ash is there?
2. Capability of the aircraft. Are they able to operate in ash clouds? In how much density and for how long?
3. How are we going to control the flow of air traffic during eruptions?

Science is lacking and capability of engines are not fully researched but at least we know one thing, if we are not allowed to give clearances into ash clouds then we route the traffic around the danger areas. The downside is that the areas are probably going to be too large given today's technology and effect on air traffic is going to be considerable.

How much notice is required to increase staffing?

We were lucky that the controllers in Iceland were willing to put their lives on hold and work basically non stop for 5-8 days but I think in general that is going to depend on each unit - we probably could have kept this going for 1-2 days more but then we would have had to restrict traffic into our area and rest the controllers.

Has there been an increase in capacity?

Not really, the extra frequencies we need have not been set up, we are still waiting for ADSB over Greenland and besides our area the adjacent centers like Scottish and Bodo are not prepared either for this amount of traffic.

Lisa Sullivan sá um að skipuleggja Panelinn og Norm Fujisaki var moderator en hann vinnur hjá Metron Aviation.