

AirNav Ireland

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(On behalf of the NAT New Entrant Readiness Project Team)

ICAO NAT DOC013



NAT DOC013

- + Background
- + Project Team Objective
- + High Level Tasks
- + Operational and Financial Impact



Background

- + NATSPG/57 June 2021 was provided with information about the increasing number of requests for use of airspace in the NAT from the new entrants, including commercial rocket launches.

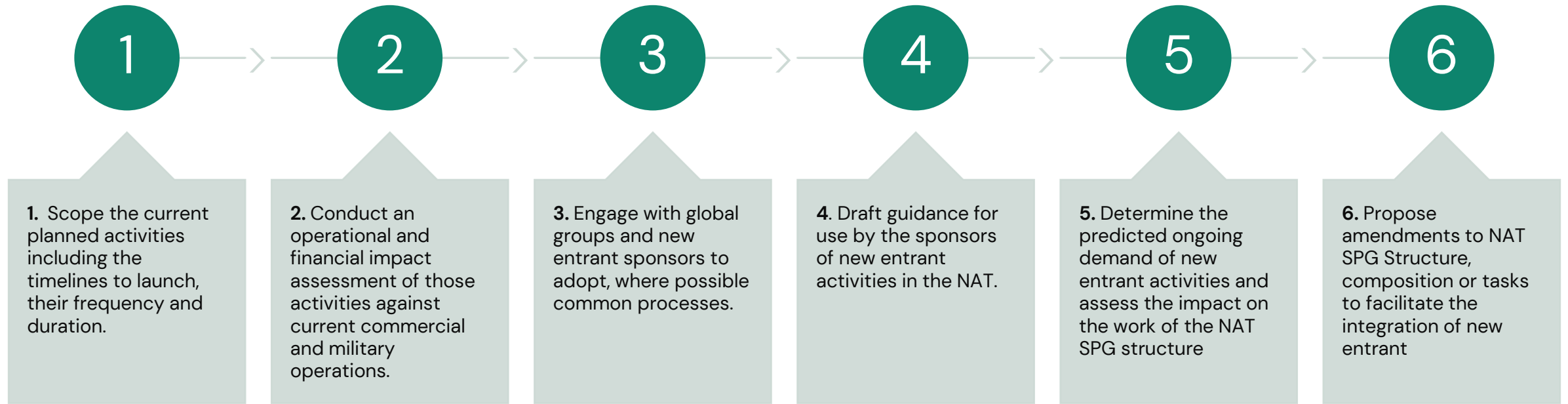
New Entrant vehicle categories may include Orbital Launch; Sub-Orbital Launch; Surface Launch & Re-Entry; Supersonic; Hypersonic, UAS/Drones; Balloons; High Altitude Long Endurance (HALE) and High-Altitude Platform Systems (HAPS).

NAT New Entrant Readiness Project Team Objective

- + To ensure a consistent and efficient method of managing the integration of new entrants with established commercial operations in NAT airspace that maintains aviation safety and environmental sustainability, and does not disproportionately affect the regularity, environmental protection and efficiency of civil and military operations.
- + *Colin Scott UK CAA, with 26 nominated participants from Canada, Denmark, Iceland, Ireland, Portugal, United Kingdom, United States, EUROCONTROL, IATA, IFALPA and the ICAO EUR/NAT Office.*



Project Team High Level Tasks



Initial Tasks



The initial objective of the project team was to gather associated information to ensure as far as possible global harmonisation.

State legislation from Australia, Denmark, New Zealand, the United Kingdom, and the United States was considered.

The NER PT agreed with support from NAT IMG that the United States Letter of Agreement (LOA) format for Space Launches and Re-entry would be the most suitable upon which the Guidance material would be developed and would propose that it is published as a separate NAT ICAO Document.

Operational and Financial Impact

One of the high-level tasks of the NAT New Entrant Project Team, "Conduct an operational and financial impact assessment of those activities against current commercial and military operations".

Examining Article 15 of the Chicago Convention Charging Principles:

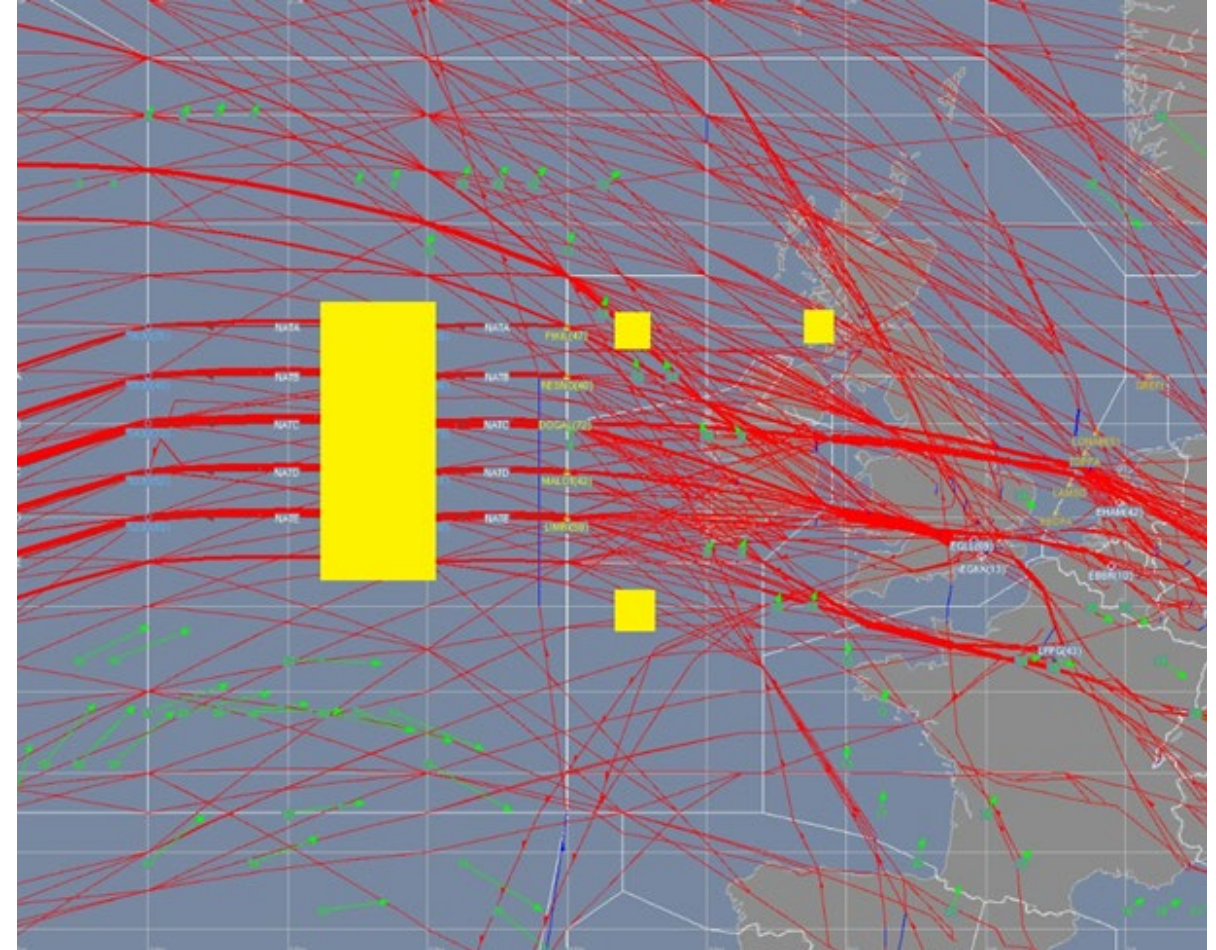
Flexible Billing Solutions Required:
No one size fits all e.g. billing by flight plan, MTOW, distance, duration in FIR, traffic complexity

Different Charging Models required to ensure no users are burdened with costs not properly allocable to them.



Operational and Financial Impact

- + The operational and financial impact will be non-standard due to the volume of segregated airspace required, frequency of activation, and duration of segregated activity.
- + Example segregated areas are in yellow in the diagram below. It is proposed that flight economy performance indicators would be developed to accurately project and record the effect each category of vehicle and operation would have on the other market segments, this could also be extended to include large scale military exercises.
- + Flight Performance Indicators will be developed to accurately determine the effect on operations



Availability

ICAO NAT DOC013 is available from the ICAO EUR/NAT website <http://www.icao.int/EURNAT>, following “EUR & NAT Documents”, then “NAT Documents”, in folder “NAT Doc 013 – NAT Operational Guidance Material for Commercial Space Operations”.



Thank you

Any Questions?

