

INTERNATIONAL CIVIL AVIATION ORGANIZATION



FINAL

SUMMARY OF DISCUSSIONS AND CONCLUSIONS OF

THE SIXTY FIRST MEETING OF

THE NORTH ATLANTIC SYSTEMS PLANNING GROUP

Paris, France, 24 to 27 June 2025

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INTRODUCTION

0.1.1 The Sixty First Meeting of the North Atlantic Systems Planning Group (NAT SPG/61) was held in the European and North Atlantic (EUR/NAT) Office of ICAO from 24 to 27 June 2025.

0.1.2 The Meeting was chaired by Mrs. Hlin Holm (Iceland). Mr. Nicolas Rallo, ICAO EUR/NAT Regional Director, acted as Secretary, assisted by Mr. Elkhann Nahmadov, ICAO EUR/NAT Deputy Regional Director and other ICAO staff as listed in **Appendix A**.

0.1.3 The list of meeting participants and contacts is provided at **Appendix A**. The list of meeting documentation is included in **Appendix B**.

0.1.4 In the opening session, the following agenda was agreed:

Agenda Item 1: Review of significant international aviation developments

Agenda Item 2: NAT planning and implementation programmes

Agenda Item 3: NAT safety performance and oversight issues

Agenda Item 4: NAT economic, financial and forecast issues

Agenda Item 5: NAT Documentation updates

Agenda Item 6: Work programme, including sub-groups

Agenda Item 7: Any Other Business

1. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

1.1 ICAO UPDATE

1.1.1 The Meeting was provided with information on recent significant international aviation developments including the latest adopted amendments and proposals for amendment to a number of ICAO Annexes and documents, publication of new ICAO Documents and forthcoming ICAO global and NAT Region-related meetings.

1.2 STATUS OF NAT SPG FOLLOW UP ACTIONS

1.2.1 The Meeting reviewed the progress of the NAT SPG follow-up actions.

1.2.2 With regard to NAT SPG Conclusion 58/14 (Financial arrangement on a joint financing of the NAT Height Monitoring System (HMS)), it was noted that the United States had opted to participate in this regional arrangement through a separate bilateral Agreement with ICAO. Coordination concerning future steps was taking place within ICAO and the NAT SPG would be informed of the outcomes.

1.2.3 The Meeting noted an update from Denmark on the progress of the work towards the establishment of a new area control center (ACC) in Greenland to conduct air traffic control in Nuuk Flight Information Region (FIR). It was noted that the related political process was still ongoing and there were no updates at this stage. As previously agreed, Denmark would continue providing such updates to the NAT SPG meetings.

1.2.4 It was noted that the following NAT SPG/61 Conclusions had been approved by correspondence prior to the present meeting:

NAT SPG Conclusion 61/1 – NAT implementation of flight and flow in collaborative environment (FF-ICE), trajectory-based operations (TBO) and system-wide information management (SWIM)

NAT SPG Conclusion 61/2 – Criticality of the redundant satellite coverage over the NAT Region

NAT SPG Conclusion 61/3 – Provision of reliable data link services by communication and satellite service providers (CSPs/SSP) in the NAT

NAT SPG Conclusion 61/4 – Review of NAT crisis response processes project team

NAT SPG Conclusion 61/5 – Proposal for amendment (PfA) to NAT Doc 007, version 2025

1.2.5 The updated list of NAT SPG Conclusions and follow up actions are provided in **Appendix C**.

1.3 NAT PROJECT TEAMS STATUS

1.3.1 The Meeting noted and updated the status of the ongoing NAT project teams (**Appendix D** refers).

1.3.2 The Meeting was informed about the outcomes of the NAT Safety Oversight Group (NAT SOG) Project Team on the Oversight of Communication and Surveillance Service Providers (CSPs/SSPs) (OCS PT), which included a comprehensive set of recommendations aimed at improving the gaps in regulatory oversight of CSPs/SSPs. It was noted that these recommendations would be provided to the relevant NAT groups for review and action. In this regard, the Meeting was informed that Canada was preparing a working paper for the upcoming ICAO Assembly on this subject. The NAT provider States were invited to support this work.

1.3.3 The Meeting noted NAT Implementation Management Group (NAT IMG) Decision 66/4 (Approval of the Space Weather Exercise Directive and conduct of the space weather (SWX) 2025 table top exercise), which was taken based on the interim report from the Space Weather Exercise Project Team (SWXPT). The Meeting noted that the SWXPT had developed a Space Weather Exercise Directive for the NAT Space Weather table top exercise to be conducted in the second half of 2025. The exercise directive included various potential scenarios which could affect the NAT Region. In this regard, the Meeting recalled the outcomes from the European Aviation Crisis Coordination Cell (EACCC) 2023 exercise and noted the invitation from the European Organisation for the Safety of Air Navigation (EUROCONTROL) to factor in the outcomes from the EACCC 2023 exercise into the forthcoming NAT exercise.

1.3.4 Outputs from other NAT project teams were further discussed and documented in this report.

2. NAT PLANNING AND IMPLEMENTATION PROGRAMMES

2.1 VOLCANIC ASH EXERCISES

2.1.1 The Meeting was provided with an update on the Volcanic Ash Exercises for the EUR and NAT Regions (VOLCEX), including the outcomes of the VOLCEX24 Debrief and VOLCEX25 Planning Meeting that was held in Paris, France, on 21-22 January 2025.

2.1.2 The Meeting noted that the VOLCEX25 prep workshop was planned on 1-3 October 2025 and the exercise on 18 November 2025 with the main focus on operational response and testing dissemination using Quantitative Volcanic Ash (QVA) information.

2.2 NAT OCEANIC CLEARANCE REMOVAL

2.2.1 The Meetings noted an update on the NAT Oceanic Clearance Removal (OCR) implementation progress, including the OCR post-implementation monitoring plan following the implementation of OCR by Santa Maria and Reykjavik on 21 March 2024, and Gander and Bodø on 4 December 2024. In particular, it was noted that since deployment, Canada had observed significant flight crew confusion related to the misapplication of controller-pilot data link communication (CPDLC) route clearance message (uplink message (UM)79) and Aeronautical Radio Incorporated (ARINC) 623 request clearance (RCL) messages. This led to a significant increase in frequency congestion, pilot errors and ATC workload.

2.2.2 It was noted that after several months (which included significant industry outreach), a higher volume of confusion and frequency congestion than anticipated had not subsided and was not sustainable as the summer period approached, which projected to be the busiest on record. Canada had therefore implemented the following mitigations, which were not included in the OCR NAT Region Safety Case (NRSC) or NAT OCR Concept of Operations (CONOPS):

- a) advising all eastbound aircraft of their planned oceanic flight level; and
- b) reverting to voice clearances in Gander high domestic airspace rather than CPDLC UM79 for required route amendments.

2.2.3 The Meeting was informed that these additional mitigations were not intended to be long-term but were necessary in the short term to address a very high number of events, which had moved from historically occurring in the Gander Oceanic Control Area (OCA) to now predominantly occurring within Canadian Domestic Airspace (CDA).

2.2.4 In this regard, the Meeting noted that most of the identified issues were related to deficiencies in flight crew compliance with the OCR procedures despite all the outreach actions undertaken by the implementing Air Navigation service Providers (ANSPs) and International Air Transport Association (IATA) prior to the OCR implementation. The Meeting discussed the lessons learnt and possible regional actions to improve the flight crews' readiness in terms of appropriate training and update of procedures, so that implementation of changes would not generate issues as were seen in the OCR process.

2.2.5 Therefore, the following was agreed:

NAT SPG Conclusion 61/6 – Flight crew training in support of the NAT OCR implementation

That, in view of the observed deficiencies in flight crew compliance with the NAT OCR procedures, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to invite States of NAT airspace users to take urgent measures to ensure that the flight crew training programmes and operating procedures are updated and implemented in accordance with the published NAT documentation supporting the OCR implementation.

2.2.6 The Meeting agreed that the target audience of the foregoing Conclusion would be the States whose air operators had been reported in the top list with observed deficiencies in flight crew compliance with the NAT OCR procedures.

2.2.7 The Meeting also discussed the way forward to develop long-term solutions for the identified OCR issues in order to improve the current environment and ensure safe re-introduction of UM79 and continuation of the NAT OCR implementation. It was noted that the existing NAT CPDLC Route Clearance Project Team under the NAT POG umbrella was tasked to refocus its work on addressing the identified issues from the ATC systems and procedures perspective. The NAT POG work programme was also amended to examine a proposal to discontinue the requirement for aircraft to send an RCL message before passing the OEP for the airspace with implemented OCR and to look into the strategic removal of the RCL message (ARINC 623 message and/or voice) from NAT operational procedures.

2.2.8 In this regard, the Meeting noted some States (Canada and Iceland) intended to discontinue the use of the RCL message as soon as possible. Canada further advised that due to their preference to implementing significant changes during non-peak traffic periods, the determination of requirements for removal of RCL in the Gander OCA was already in progress in anticipation of RCL removal as early as Fall 2025. Furthermore, the Meeting, while acknowledging the comments by IATA that this implementation should proceed in a harmonised manner, also noted that a fully harmonised implementation might be unrealistic.

2.2.9 With regard to the OCR implementation by the United Kingdom, the Meeting noted that their current planning indicated a Shanwick OCR deployment date beyond Summer 2026. This timeline was under continuous review and the NAT SPG would receive an update once there was a greater clarity.

2.3 NAT CRISIS RESPONSE PROCESSES REVIEW PROJECT TEAM (CRPR PT) REPORT

2.3.1 The Meeting was provided with a final report of the NAT Crisis Response Processes Review Project Team (CRPR PT) that was established based on **NAT SPG Conclusion 61/4**.

2.3.2 As a result of the ensuing discussions, the Meeting developed a new proposal for amendment to the NAT Handbook to clearly describe the roles of the NAT SPG Chair-team in preparation and follow up of the routine activities, as well as in case of any reported contingency situation. The amendment was developed in the spirit of ensuring transparency and participation by all NAT SPG members in all stages of decision making.

2.3.3 Therefore, the following was agreed:

NAT SPG Conclusion 61/7 – Outcomes of the NAT CRPR Project Team

That:

- a) The proposal for amendment to the NAT SPG Handbook (NAT Doc 001) as provided in **Appendix E** be endorsed;
- b) The work of the NAT CRPR PT be considered as complete and the project team disbanded.

2.3.4 The Meetings thanked the CRPR PT lead Mr, Árni Guðbrandsson (Iceland) and the whole team for the work done.

2.4 NAT SAFETY CASE ENHANCEMENTS AND FAST TRACK PROJECT TEAM (SCEFT PT) REPORT

2.4.1 The Meeting also reviewed the outcome of the Safety Case Enhancements and Fast Track Project Team (SCEFT PT) report related to the proposed updates of the NAT Fast Track procedures for safety occurrences.

2.4.2 Concerning the NAT Fast track procedure, it was agreed to maintain it in the NAT SPG Handbook and undertake further work through the NAT IMG and NAT SOG to refine the proposal and report back at the next meeting. This work would include the removal of the reference to the Chair Team to replace with the Chairs of the SPG/SOG/IMG, as well as to ensure that the fast track principles were clearly iterated (e.g. only issues with potential safety consequence were eligible; provided for NAT Group meetings outside the regular meeting schedules; the process was in addition to an organisation's internal safety management processes, including safety culture).

2.4.3 Furthermore, the Meeting reviewed the second part of the SCEFT PT report related to the regional safety case enhancements. The changes proposed were to ensure that there was a communication process in place to address circumstances where implementation performance was not what was expected. The definitions section was also updated to reflect some terminology used in the safety case template, with a definition for 'success criteria' being added to the document.

2.4.4 Based on the foregoing, the following was agreed:

NAT SPG Conclusion 61/8 – Enhancement to the NAT Regional Safety Case Template

That the ICAO Regional Director, Europe and North Atlantic take appropriate actions to publish the updates to the NAT SPG Handbook (NAT Doc 001) as presented in **Appendix F**.

2.4.5 In addition, the Meeting noted that, in parallel with the foregoing approved changes, the Secretariat would also amend the NAT SPG Handbook (NAT Doc 001) to include updated information on NAT SPG representatives and their contacts.

2.4.6 The Meeting thanked the NAT SCEFT PT lead Mr. Paul Kennedy (Ireland) and the whole team for the excellent work done.

2.5 COMMERCIAL SPACE OPERATIONS (CSO)

2.5.1 With respect to the organisation of a follow-up workshop focusing on CSO in 2025 (NAT SPG follow-up action 60-6 refers), the Meeting noted that this action was delayed, mainly due to lack of progress on identifying different options for possible charging mechanisms that was seen as a pre-requisite for preparation of the workshop. In this regard, the Meeting noted the challenges for NAT States and EUROCONTROL from the increasing frequency and impact of CSO on the NAT. Therefore, it was agreed that the NAT IMG and NAT Economic, Financial and Forecast Group (NAT EFFG) Chairs would coordinate further work. Additionally, coordination would be done with the ICAO Secretariat concerning a possible organisation of a 1-day CSO dedicated workshop at the end of 2025 or at the beginning of 2026.

2.5.2 In this regard, the Meeting noted that a dedicated workshop on economic aspects of CSO in the NAT was held back-to-back with the recent NAT EFFG meeting. The ICAO panel on air navigation services (ANS) and Aerodrome charges was also advancing its work as part of a dedicated job card. The Meeting noted that in the absence of the global provisions on charging of CSO and in light of the growing demand, the NAT provider States may opt for implementation of national or regionally-agreed solutions. Such implementations may later pave the way for the development of global provisions and guidance.

2.5.3 The Meeting also noted the discussions at the NAT IMG and NAT SOG regarding the effectiveness of the current guidance on CSO (NAT Doc 013). The Meeting noted that the EUR Region had a project team running with the objective of developing guidance on sub-orbital transport operations (STO). The next NAT SOG and NAT IMG would consider the output of this EUR STO PT and determine if there was value in updating NAT Doc 013.

2.5.4 Concerning the NAT Workshop on integration of other new entrants that was initially planned on 28 April 2025, the Meeting noted that the Workshop was postponed due to the difficulties in ensuring sufficient level of participation, mainly from industry and operators. It was agreed that the workshop on integration of new entrants (other than CSO) would be convened back-to-back with the NAT IMG/68 meeting in April 2026.

2.6 NAT DATA LINK PERFORMANCE

2.6.1 The Meeting noted a summary of the equipage and data link performance observed in the NAT Region during 2024 as approved by NAT IMG Decision 66/1 (NAT equipage and data link performance 2024 report).

2.6.2 The Meeting noted the NAT voice communications report 2024 that included a consolidated analysis of the voice message volume of the NAT Aeronautical Radio Stations was approved by NAT IMG Decision 66/2 (NAT Voice Communications Report 2024).

2.6.3 Furthermore, the Meeting noted information underlining the importance of timely provision of data logs by the Communication Service Providers (CSPs), requested by the NAT DLMA for investigation of problem reports (PRs). Several cases of delayed or non-delivered logs that impacted the process of PR investigation were reported, therefore it was proposed that a letter should be submitted in order to highlight the problem and resolve the issue of non-provision of requested logs.

2.6.4 The Meetings agreed that an ICAO official letter should be sent to SITA and Collins to highlight the importance of providing data logs in a timely manner for investigation purposes to the NAT Data Link Monitoring Agency (NAT DLMA) from both La Société internationale de télécommunication aéronautique (SITA) and Collins. Therefore, the following was agreed:

NAT SPG Conclusion 61/9 – Provision of data log files to the NAT DLMA for investigation

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions on behalf of the NAT SPG to send a letter to SITA and Collins emphasising the need for timely provision of data log files requested by the North Atlantic Data Link Monitoring Agency (NAT DLMA) for the investigation of problem reports (PRs) reported to the NAT DLMA.

3. NAT SAFETY PERFORMANCE AND OVERSIGHT ISSUES

3.1 NAT AUTONOMOUS DISTRESS TRACKING (ADT) EXERCISE WITH LOCATION OF AN AIRCRAFT IN DISTRESS REPOSITORY (LADR) PROJECT TEAM (DISTREX PT)

3.1.1 The Meeting was provided with a final report from the NAT Autonomous Distress Tracking (ADT) Exercise with Location of an Aircraft in Distress Repository (LADR) Project Team (NAT DISTREX PT) that was established by NAT SPG Conclusion 59/4.

3.1.2 It was noted that the first DISTREX exercise was conducted on 24 September 2024. The second exercise was held on 23 April 2025, with a pre-exercise coordination meeting on 16 April 2025. Based upon the outcomes of the exercise, several recommendations had been developed.

3.1.3 In this regard, the Meeting noted NAT IMG Decision 66/3 (Harmonized implementation of ADT/LADR in the NAT) whereby, based on the recommendations of the NAT DISTREX PT, ADT/LADR implementation and review/update of associated NAT Documents was added to the work program of the NAT POG.

3.1.4 Consequently, the Meeting agreed the following:

NAT SPG Conclusion 61/10– Completion of the NAT DISTREX Project Team

That the work of the NAT DISTREX PT be considered as complete and the project team disbanded, with any exigent items for the NAT Region tasked to the NAT IMG, NAT SOG, and their relevant subgroups.

3.1.5 The Meeting thanked the project lead Mr. Steven Pinkerton (United States) and the whole team for the excellent work done.

3.2 NAT ANNUAL SAFETY REPORT (ASR) 2024

3.2.1 The Meeting was presented with the NAT Annual Safety Report (NAT ASR) 2024.

3.2.2 It was highlighted that the 2024 lateral collision risk estimate for NAT HLA was 8.1×10^{-9} fapfh, which was a decrease from 2023 (12.7×10^{-9}) and that the primary reason for the decrease was fewer longer duration events. The Meeting noted that there were 2 long duration events in 2024 (71 and 24 minutes) which made up 49% of the Lateral collision risk estimate (CRE), or 4.0×10^{-9} fapfh.

3.2.3 With regard to the 2024 vertical collision risk estimate (33.1×10^{-9} fapfh) and the continued inability of meeting the target level of safety (TLS) in the NAT during the past several years, the Meeting was reminded that the TLS (5×10^{-9} fapfh) was a basis of all reduced separation minima developed by ICAO and implemented in the NAT in the recent years.

3.2.4 It was noted that the collision risk estimates were based on mathematical models developed in the mid-1960s and were appropriate for airspaces where there was no surveillance and no tactical instruction by air traffic controllers. However, this was not representative of current NAT operations. Different models would be required to reflect the actual level of safety with the current monitoring and intervention capabilities.

3.2.5 The Meeting noted that the NAT Mathematicians Working Group (NAT MWG) analysis would be further matured in the future, through the incorporation of analytics that would more closely align with the surveillance improvements that have been implemented in the NAT. The new methodology would also more accurately account for occupancy calculations. This should contribute to a more accurate risk estimate and may result in an immediate reduction in current collision risk estimates.

3.2.6 With regard to the 2024 safety key performance indicators (SKPIs), it was noted that the main reason for not meeting 7 out of 11 SKPIs was the comparison over the 3-year rolling period which included the unusually low traffic numbers of 2021, which negatively impacted the resulting SKPI targets.

3.2.7 In reviewing the ASR2024, the Meeting stated that, despite the persisting challenges to meet some of SKPIs and TLS, the NAT Safety performance remained strong. It was agreed that, to avoid possible misunderstanding of the CRE numbers, the following would be added in the introductory part of the ASR2024;

- a) text explaining that the safety performance remained strong;
- b) a note clarifying the reasons for not meeting some of SKPIs and TLS.

3.2.8 In addition, the NAT SOG was advised to include for future ASRs information on the previous and ongoing individual initiatives and implementations by the NAT ANSPs to improve the safety of operations.

3.2.9 The Meeting also invited the NAT SOG to consider possible improvements in the scrutiny processes concerning the categorisation of occurrences and the MWG interpretation of these events to be taken into account in the further estimates and SKPIs calculations.

3.2.10 Consequently, the following was agreed:

NAT SPG Conclusion 61/11 – NAT Annual Safety (ASR) Report 2024

That, the:

- a) NAT Annual Safety Report (NAT ASR 2024) be endorsed; and
- a) ICAO Regional Director, Europe and North Atlantic, take appropriate action to publish the NAT SPG-endorsed NAT ASR 2024 (**Appendix G** refers).

3.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) INTERFERENCE ISSUES

3.3.1 The Meeting noted the ongoing work on the impact assessment of the global navigation satellite system (GNSS) radio frequency interference (RFI) related occurrences in the NAT based on the reports from the NAT ANSPs and NAT DLMA on investigation of problem reports related to GNSS interference. The Meeting noted information on the increasing scope of impacts being observed and current actions being taken by NAT ANSPs to handle the resulting workload.

3.3.2 The Meeting also noted the discussions related to the disparity in the capabilities for recovery amongst aircraft types after they exit GNSS RFI affected airspace, including the fact that some aircraft did not have any ability to recover in-flight.

3.3.3 In this regard, the Meeting agreed the following:

NAT SPG Conclusion 61/12 – Strengthening the NAT resilience to GNSS RFI

That, while acknowledging the growing operational impact of GNSS RFI on the NAT operations, ATC workload and service delivery, the ICAO Regional Director, Europe and North Atlantic take appropriate actions to invite:

- a) NAT airspace users, IATA, the International Federation of Air Lines Pilots Associations (IFALPA) and the International Business Aviation Council (IBAC) to promote awareness and ensure training for flight crews related to the variations in specific aircraft capabilities in detecting and recovering from the effects of GNSS interference carried over from other Regions;
- b) NAT ANSPs to:
 - i. continue monitoring and reporting on impacts from GNSS interference on NAT operations;
 - ii. make the information available within the NAT structure to support improvement of aircraft capabilities, and
 - iii. develop and implement tools and procedures to assist in identifying and managing GNSS impacted aircraft.

3.4 NAT REMOVAL OF MINIMUM NAVIGATION SPECIFICATION AIRSPACE/HIGH LEVEL AIRSPACE (MNPSA/HLA) APPROVALS (RMHA PT)

3.4.1 The Meeting noted information on the work of the NAT Removal of minimum navigation specification airspace/high level airspace (MNPSA/HLA) Approvals (RMHA) Project Team (NAT SPG Conclusion 59/14). It was noted that despite a number of meetings, the PT could not achieve a consensus. Spain, the United Kingdom and the United States expressed a preference to retain the requirement for HLA authorization. In this context, a concern was raised that some States were relying on the MNPS HLA approval for imposing additional requirements that were not contained in the related Annex 6 and ICAO Doc 7030 provisions. In the context of a possible State-specific removal of MNPS/HLA authorisation requirements by individual States, it was noted that States could choose this option based on appropriate safety and impact assessments.

3.4.2 In this regard, it was noted that Iceland completed a preliminary assessment of the effects of removing the requirement for an MNPS/HLA approval for operation in the NAT HLA. This preliminary assessment indicated that the current Annex 6 and Doc 7030 requirements for an MNPS/HLA approval for operation in the NAT HLA were either covered in other ICAO documents or unnecessary. Iceland intended to perform a safety assessment on the effects of removing the Doc 7030 requirement for an MNPS/HLA approval for operation in the Reykjavik Control Area HLA and submit the outcome of the safety assessment to NAT SOG/33 in December 2025. A decision on whether to proceed with the removal would be taken after further deliberation within the NAT working groups in the next round of meetings. Furthermore, the Meeting noted that the United Kingdom and the United States intended to further discuss this issue and inform on the progress at the upcoming meetings.

3.4.3 In conclusion, the Meeting thanked the NAT RMHA Project Team lead Mr. Bard Larsen (Norway) and the whole team for their work and agreed that they have completed their assignment and would be disbanded.

3.5 UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS

3.5.1 The Meeting noted information from Denmark about their expected operations of military drones above FL200. This would possibly involve both transition of the drones to/from Greenland, as well as operations in the Greenland area. The Meeting was invited to discuss this topic and consider whether any action was required to consider integration of future drone operations within the NAT. The Meeting noted updates from the participants about their current procedures in this respect, as well as ongoing development projects. It was noted that the operations of State UASs were already accommodated in the NAT. The Meeting suggested to coordinate bilaterally between the involved parties at this stage and revisit this topic as a potential agenda item at the NAT New Entrants (other than CSO) workshop planned in April 2026.

4. NAT ECONOMIC, FINANCIAL AND FORECAST ISSUES

4.1 ELECTION OF NAT EFFG CHAIRPERSON

4.1.1 The Meeting noted that the NAT EFFG Chairperson Ms. Alda Miranda (Portugal) had resigned from this position due to her upcoming retirement and that the NAT EFFG/48 unanimously elected Ms. Ditte Lovenborg (Denmark) as the new Chairperson. The Meeting endorsed the elections, thanked Ms. Miranda for her work during her tenure and wished her all the best in her retirement.

4.2 NAT EFFG WORKSHOP ON COMMERCIAL SPACE OPERATIONS

4.2.1 The Meeting noted information on the NAT EFFG work concerning the financial impact and potential charging mechanisms of regional CSO activities and the outcomes of the NAT EFFG Workshop on Charging Mechanisms for CSO that was held on 7 April 2025.

4.3 REVISED NAT TRAFFIC FORECAST METHODOLOGY DOCUMENT

4.3.1 The Meeting noted that the NAT Traffic Forecast Methodology Review Project Team (TFMR PT) established by the NAT EFFG (Action 44-07 refers) completed its work. The revised methodology would use full-year traffic data provided by the ICAO Data Section and a forecast validation review process. The revised NAT Traffic Forecast Methodology Document was endorsed by the NAT EFFG by correspondence in December 2024.

4.3.2 The Meeting thanked the PT lead Mr. Jonathan Corning (United States) and the whole team for the excellent work done.

4.4 NAT TRAFFIC FORECAST 2025-2029 AND METHODOLOGY

4.4.1 Following the NAT EFFG endorsement of the revised NAT Traffic Forecast Methodology Document, the NAT Traffic Forecast exercise for the period 2025-2029 was conducted based on the newly adopted methodology.

4.4.2 In order to ensure continuity and feasibility of the revised NAT Traffic Forecast Methodology, the ICAO Data Section was invited to confirm that they would provide a Flight Aware data file of the seven (7) NAT flight information regions (FIRs) actual flight counts by airline, city-pair and aircraft on an annual basis and by end of February of each year.

4.4.3 In view of the above, the following was agreed:

NAT SPG Conclusion 61/13 – Revised NAT Traffic Forecast Methodology and NAT Traffic Forecast for 2025-2029

That the ICAO Regional Director, Europe and North Atlantic:

- a) take appropriate measures to publish the NAT traffic forecast for the period 2025-2029 and the revised NAT Traffic Forecast Methodology, as provided in **Appendix H and Appendix I**; and
- b) invite the ICAO Data Section to provide, on an annual basis, during February of each year, a Flight Aware data file of the 7 NAT FIRs actual flight counts by airline, city-pair and aircraft.

5. NAT DOCUMENTATION UPDATES

5.1 NAT AIR NAVIGATION PLAN (NAT ANP) UPDATES

5.1.1 The Meeting was presented with proposed changes to the NAT ANP Volumes III.

5.1.2 Therefore, the following was agreed:

NAT SPG Conclusion 61/14 – Updates of the NAT ANP

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to publish an updated version of the North Atlantic Air Navigation Plan (NAT eANP) Volume III as provided in **Appendix J**.

5.2 UPDATE OF NAT DOC 003 – NORTH ATLANTIC OPERATIONS AND AIRSPACE MANUAL

5.2.1 The Meeting was presented with proposed changes to the NAT High Frequency Management Guidance Material for the NAT Region (NAT Doc 003).

5.2.2 Therefore, the following was agreed:

NAT SPG Conclusion 61/15 – Updates of NAT Doc 003

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to publish an updated version of the High Frequency Management Guidance Material for the NAT Region (NAT Doc 003) as provided in **Appendix K**.

6. ANY OTHER BUSINESS

6.1 FAREWELLS

6.1.1 The Meeting noted that this was the last NAT SPG meeting for Mr. Sean Patrick (Ireland, NAT IMG Chair) and for Mr. Bjarni Stefansson (Iceland, NAT Documents Management Office (NAT DMO)). The Meeting expressed sincere appreciation for their leadership in different roles and active contributions to the NAT achievements and wished all the best in the future endeavours. The Meeting also bid farewell to Mr. Sarantis Poulimenakos (ICAO EUR/NAT) and thanked him for his support to the NAT work.

6.2 NAT DMO

6.2.1 The Meeting noted that Iceland has appointed Ms. Silja Johnsdóttir (Iceland) to take over the DMO responsibilities, effective from NAT SPG/61.

6.3 COORDINATION WITH SAT

6.3.1 The Meeting noted information on the ongoing coordination with the South Atlantic (SAT) area and, in particular, the significant support that was provided by the NAT States and ICAO EUR/NAT Secretariat in the initial establishment of the new SAT structure and the start of related activities. This work

has resulted in numerous improvements enhancing the safety and efficiency of operations in the SAT, as well as higher levels of cooperation and collaboration amongst the concerned States. In particular, the Meeting noted that the tenure of the current SAT IMG Chair, Mr. Luis Tojais (Portugal), would end this year. The Meeting thanked him and Mr. Sven Halle (ICAO EUR/NAT) for their excellent contributions to the SAT work that was instrumental to the successful outcomes achieved. The Meeting thanked and congratulated all concerned on the work completed so far and encouraged to continue this coordination effort in the future. The Secretariat assured all participants that ICAO would continue to ensure the necessary support to the SAT, while also ensuring the optimal use of available resources. In that sense, as it was already informed at the previous SAT Steering Group (SG) (December 2024) and combined SAT IMG and SAT SOG meetings (April 2025), the leading Secretariat support to the SAT IMG from 2026 onwards would be handed over to the ICAO Regional Offices that have SAT directly in their areas of accreditation, while the ICAO EUR/NAT office would provide support as required.

6.4 NEXT MEETING

6.4.1 It was agreed that the NAT SPG/62 meeting would be held from 30 June to 3 July 2026 in Paris, France.

APPENDIX A — LIST OF PARTICIPANTS*(Paragraphs 0.1.1 and 0.1.2 refer)***CANADA**

Noel DWYER
Michael MUNRO
Vanessa ROBERTSON

DENMARK

Ditte LOVENBORG
Anna Eva VILLEFRANCE
Marcus WIKERBERG

FRANCE

Christophe GUILPAIN

ICELAND

Hlin HOLM
Silja JOHNSDOTTIR
Thordis SIGURDARDOTTIR

IRELAND

Ciaran CROKE
Paul KENNEDY
Sean PATRICK

NORWAY

Baard LARSEN

PORTUGAL

Carlos ALVES
Hugo PIRES
Luis TOJAIS

UNITED KINGDOM

Ben LIPPITT
Jean-Francois SOLDANO
Jacob YOUNG

UNITED STATES

Holly KING
James. C. SCHULTZ III

EUROCONTROL

David BRAIN

IATA

Rich STARK

IFALPA

Kathi HURST

IFATCA

Bjarki KRISTJANSSON

NAT CMA

David LUNAN

NAT DMO

Bjarni STEFANSSON

ICAO RO EURNAT

Nicolas RALLO
Elkhan NAHMADOV
Bryan DECOUTO
Nino GELOVANI
Leyla SULEYMANOVA
Sven HALLE
Abbas NIKNEJAD

Participants and Members Contact List

(Paragraph 0.1.2 refers)

To be included only on Restricted Website of NAT SPG

APPENDIX B — LIST OF MEETING DOCUMENTATION

(paragraph 0.1.2 refers)

WP / IP#	Ag item	Title	Presented by
WP01	0	Draft Agenda	Secretariat
WP02	2	NAT IMG66 Outcomes- NAT Data Link and Voice Communication Issues	Secretariat
WP03	1	Status of NAT SPG Conclusions	Secretariat
WP04	3	NAT IMG66 Outcomes- GNSS RFI	Secretariat
WP05	6	NAT IMG66 Outcomes- NAT DISTREX PT report	Secretariat
WP06	6	NAT IMG66 Outcomes- NAT CRPR PT report – PfA to NAT Doc 001	Secretariat
WP07	2,3	NAT IMG66 Outcomes- OCR implementation	Secretariat
WP08	5	NAT IMG66 Outcomes- NAT Documentation updates	Secretariat
WP09	4	NAT EFFG47-48 outcome and NAT traffic forecast 2025-2029	EFFG
WP10	3	NAT ASR2024	Secretariat
WP11	3	NAT SCEFT PT – PfA to NAT Doc 001	SCEFT PT
WP12	6	Possible future of drones in the NAT	Denmark
IP01	0	Meeting schedule	Secretariat
IP02	0	Meeting documentation	Secretariat
IP03	3	NAT SOG31 and NAT SOG32 outcomes	Secretariat
IP04	2	NAT IMG66 Final Summary of Discussions	Secretariat
IP05	1	ICAO Update	Secretariat
IP06	1	VOLCEX update	Secretariat
IP07	6	Status of NAT Project Teams	Secretariat
IP08	5, 7	NAT DMO	Iceland
IP09	3	Removal of MNPS	Iceland
FL01	1	Update on Greenland ACC Project	Denmark
FL02	3	Proposed amendments to NAT SPG conclusion regarding GNSS RFI	Iceland
FL03	3	In support of WP10	Canada

APPENDIX C — UPDATED NAT SPG CONCLUSIONS

(paragraph 1.2.4 refers)

Title	Description	Comments	Status
C 57/10 - PfA to NAT SUPPs (Doc 7030/5)	That the ICAO Regional Director, Europe and North Atlantic process the proposed amendment to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030/5) as detailed in Appendix H.	211126 PfA submitted to HQ for clearance to circulate.	On-going
C 58/14 - Financial Arrangement on the Joint Financing of a North Atlantic Height Monitoring System Using ADS-B Data	That: a) the following principles be applied for the Financial Arrangement on the Joint Financing of a North Atlantic Height Monitoring System Using ADS-B Data: i. All ANSP costs, both set-up costs and operating costs, be recovered through each ANSP Oceanic Route Charges; and ii. all NAT CMA costs be recovered through the RVSM charge, based on the current charging system, i.e., collected for each crossing over the Atlantic, in conjunction with the DEN/ICE charges; b) the Joint Financing Section of ICAO be invited to finalize the financial arrangement as shown in Appendix J for the NAT height monitoring system using ADS-B data; and c) NAT SPG/59 to be provided with a progress report on the above.	b) completed. c) progress report provided. Arrangement being circulated for signature - United States pending.	On-going
C 58/17- PfA to NAT SUPPs and NAT Doc 007 related to NAT communication failure procedures	That, a) proposed amendment to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030/5) related to communication failure procedures as detailed in Appendix M be endorsed; b) proposed amendment to the North Atlantic Operations and Airspace Manual (NAT Doc 007) related to communication failure procedures as detailed in Appendix N be endorsed; and c) ICAO Regional Director, Europe and North Atlantic, take appropriate action to process the proposed amendment to the NAT Regional Supplementary Procedures and publish and promulgate the updated NAT Doc 007.	a) IOM EUR/NAT 22-286.TEC of 9 August 2022 refers. b) Update Doc 007 after SUPPs PfA approved or on date of OCR implementation (whichever comes first).	On-going
C 59/3 – Amendments to NAT Doc 008 (Application of Separation Minima - North Atlantic Region)	That: a) the Application of Separation Minima - North Atlantic Region (NAT Doc 008) provision 3.4.2.D be amended as presented in Appendix I (of the NAT IMG/61 Summary of Discussions); b) the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030/5) be amended as presented in Appendix I (of the NAT IMG/61 Summary of Discussions);	a)+c) Completed. Published on EUR/NAT website. ICAO EUR/NAT State letter ref: EUR/NAT 23-	On-going

Title	Description	Comments	Status
and NAT SUPPs, (ICAO Doc 7030)	<ul style="list-style-type: none"> c) the ICAO Regional Director, Europe and North Atlantic take appropriate action to publish the amended version of the NAT Doc 008; and d) the ICAO Regional Director, Europe and North Atlantic process the proposed amendment to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030/5). 	0032.TEC of 24 January 2023 refers. b)+d) Submitted to ICAO HQ.IOM ref: EUR/NAT 23-0033.TEC of 25 January 2023 refers.	
C 59/9 - The NAT OCR Implementation dates	That, subject to submission of written confirmation by implementing States to the ICAO Secretariat that national safety cases for OCR have been completed, the NAT Oceanic Clearance Removal (OCR) implementation on the AIRAC dates of 21 March 2024 for all NAT ANSPs except Shanwick, and 09 April 2024 for Shanwick, be endorsed.		On-going
C 59/14 - Minimum Navigation Performance Specification (MNPS)	<p>That, the NAT SOG:</p> <ul style="list-style-type: none"> a) determine what steps are necessary to remove the requirement for a MNPSA/HLA-specific approval for operation in the NAT High Level Airspace (NAT HLA): <ul style="list-style-type: none"> i) consider whether there are any safety factors if MNPSA/HLA approvals are no longer required for the NAT Region; and ii) identify the steps necessary to mitigate any related risks; and b) if the NAT SUPPs (Doc 7030) requirements are no longer required for the NAT Region as a whole, that the steps, measures, and coordinated timelines necessary to remove the NAT SUPPs (Doc 7030) requirements be identified and submitted to the NAT SPG/60 for endorsement. 		On-going
C 59/18 - PfA to NAT SUPPs and NAT Doc 008 related to longitudinal separation	<p>That the:</p> <ul style="list-style-type: none"> a) proposed amendment to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030) related to section 6.2.2. (Longitudinal separation) as detailed in Appendix J be endorsed; b) ICAO Regional Director, Europe and North Atlantic, take appropriate action to process the proposed amendment to the NAT Regional Supplementary Procedures and integrate these changes into the new version which is expected to be published by ICAO Headquarters; c) proposed amendment to the Application of Separation Minima North Atlantic Region (NAT Doc 008) as detailed in Appendix K be endorsed; and d) ICAO Regional Director, Europe and North Atlantic, take appropriate action to publish and promulgate the updated NAT Doc 008. 	<p>a) & c) No action.</p> <p>d) State Letter Ref: EUR/NAT 23-0249.TEC of 26 July 2023 [Publication of NAT Region Documents] refers.</p>	On-going

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| Reference/Title                                  | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Comments                                                                     | Status   |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------|
| C 60/03 - PfA to NAT SUPPs Chapter 6, para 6.2.7 | That the:<br>a) proposed amendment to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030) in Chapter 6, paragraph 6.2.7 on Airspace Reservation as detailed in Appendix I be endorsed; and<br>b) ICAO Regional Director, Europe and North Atlantic, take appropriate action to process the proposed amendment to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030).                                                                                                                                                                   | Submitted to ICAO HQ.IOM ref: EUR/NAT 23-0033.TEC of 25 January 2023 refers. | On-going |
| C 60/10 - NAT Common Metrics                     | That, the:<br>a) NAT Mathematicians Working Group (NAT MWG), in coordination with other NAT contributory bodies, as required, review data available with the view of proposing possible NAT common metrics to support the implementation of the NAT Vision operational improvements related to the horizontal and vertical flight efficiency and cost per 100 km and report to the spring 2025 NAT Safety Oversight Group (NAT SOG) and NAT Implementation Management Group (NAT IMG) meetings; and<br>b) NAT Common Metrics Project Team (CM PT) be disbanded. |                                                                              | On-going |

## Follow up actions

| ID   | Description                                                                                                             | Who                     | When                    | x-Ref | Status   |
|------|-------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------|-------|----------|
| 59-1 | Provide regular updates on the progress of the new ACC project in the Nuuk FIR.                                         | Denmark                 | NAT SPG                 | 1.7.1 | On-going |
| 59-4 | Provide written assurance (confirmation) of completion of the national safety cases for OCR to the NAT SOG Secretariat. | OCR implementing States | Prior to implementation | 2.4.2 | On-going |
| 60-3 | Review NAT ANP requirements concerning the need for NDBs in the NAT.                                                    | NAT IMG                 | NAT SPG/61              | 2.6.4 | ongoing  |
| 61-1 | Coordinate issues concerning the NAT HMS financing arrangement                                                          | Secretariat             | NAT SPG/61              | 1.2.2 |          |

| ID   | Description                                                            | Who                            | When         | x-Ref       | Status |
|------|------------------------------------------------------------------------|--------------------------------|--------------|-------------|--------|
| 61-2 | Coordinate a list of recipients concerning Conclusion 61/6             | Secretariat/Canada             | asap         | 2.2.6       |        |
| 61-3 | Coordinate a proposal for revision of the fast track procedure         | IMG/SOG chairs                 | NAT SPG/62   | 2.4.2       |        |
| 61-4 | Coordinate further actions on CSO                                      | IMG/EFFG<br>chairs/Secretariat | asap         | 2.5.1-2.5.3 |        |
| 61-5 | Consider proposed improvements to future ASRs                          | SOG                            | NAT SPG/62   | 3.2.8-3.2.9 |        |
| 61-6 | Provide updates on the issues concerning removal of HLA authorisations | Iceland, UK, US                | Next NAT SOG | 3.4.2       |        |



## APPENDIX D — STATUS OF ONGOING NAT PROJECT TEAMS

*(paragraph 1.3.1 refers)*

| Project Team | Parent Group | Supervisor         | Project Title                                                                                              | Start date | End date   | Lead                                       | Report      | Progress Status |
|--------------|--------------|--------------------|------------------------------------------------------------------------------------------------------------|------------|------------|--------------------------------------------|-------------|-----------------|
| NAT CRCPT    | NAT IMG      | NAT POG            | NAT CPDLC Route Clearance Project Team                                                                     | 1/1/2025   | 4/30/2026  | Luis Tojais (Portugal)                     | NAT IMG/66  | On-going        |
| CRPR PT      | NAT SPG      | NAT IMG<br>NAT SOG | NAT Crisis Response Processes Review Project Team                                                          | 1/1/2025   | 10/31/2025 | Arni Guðbrandsson (Iceland)                | NAT SPG/61  | Completed       |
| NAT SWPT     | NAT IMG      | NAT POG            | Space Weather Exercise Project Team                                                                        | 1/1/2025   | 10/31/2025 | Conor Quinn (Ireland)                      | NAT IMG/67  | On-going        |
| RMHA PT      | NAT SPG      | NAT SOG            | Removal of MNPS/HLA Approvals Project Team                                                                 | 1/7/2024   | 2/28/2025  | Baard Larsen (Norway)                      | NAT SOG/32  | Completed       |
| NAT SCEFT    | NAT SOG      | NAT SOG            | NAT Safety Case Enhancements and Fast Track Project Team                                                   | 9/1/2024   | 31/05/2025 | Paul Kennedy (Ireland)                     | NAT SOG/32  | Completed       |
| OCS PT       | NAT SOG      | NAT SOG            | Oversight of CSPs and SSPs Project Team                                                                    | 1/1/2024   | 5/31/2025  | Julia Harvey (UK) / Danielle Crudden (USA) | NAT SOG/32  | Completed       |
| TFMR PT      | NAT EFFG     | NAT EFFG           | NAT EFFG Traffic Forecast Methodology Review Project Team                                                  | 10/10/2023 | 30/12/2024 | Jonathan Corning (USA)                     | NAT EFFG/48 | Completed       |
| DISTREX PT   | NAT SPG      | NAT SOG<br>NAT IMG | NAT Autonomous Distress Tracking Exercise with Location of an Aircraft in Distress Repository Project Team | 1/1/2023   | 30/12/2024 | Steven Pinkerton (USA)                     | NAT SPG/61  | Completed       |
| OCR PT       | NAT POG      | NAT POG            | NAT Oceanic Clearance Removal (OCR) PT                                                                     | 01/09/2018 | 30/12/2025 | Luis Tojais (Portugal)                     | NAT IMG/63  | On-going        |

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**APPENDIX E — NAT CRPR PROJECT TEAM PROPOSAL FOR AMENDMENT TO THE NAT SPG  
HANDBOOK (NAT DOC 001)**

*(paragraph 2.3.3 refers)*

See separate Attachment (click on  on left-hand side)

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**APPENDIX F — NAT SCEFT PROJECT TEAM PROPOSAL FOR AMENDMENT TO THE NAT SPG  
HANDBOOK (NAT DOC 001)**

*(paragraph 2.4.4 refers)*

See separate Attachment (click on  on left-hand side)

**APPENDIX G — NAT ANNUAL SAFETY REPORT (ASR) 2024**

*(paragraph 3.2.10 refers)*

See separate Attachment (click on  on left-hand side)

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**APPENDIX H — NAT TRAFFIC FORECAST FOR 2025-2029**

*(paragraph 4.4.3 refers)*

See separate Attachment (click on  on left-hand side)

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**APPENDIX I — REVISED NAT TRAFFIC FORECAST METHODOLOGY**

*(paragraph Error! Reference source not found. refers)*

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**APPENDIX J — NORTH ATLANTIC AIR NAVIGATION PLAN (NAT EANP)**

*(paragraph 5.1.2 refers)*

See separate Attachment (click on  on left-hand side)

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**APPENDIX K — PROPOSED CHANGES TO THE NAT HIGH FREQUENCY MANAGEMENT GUIDANCE  
MATERIAL FOR THE NAT REGION (NAT DOC 003)**

*(paragraph 5.2.2 refers)*

See separate Attachment (click on  on left-hand side)