

INTERNATIONAL CIVIL AVIATION ORGANIZATION



SUMMARY OF DISCUSSIONS AND CONCLUSIONS OF THE SIXTY SECOND MEETING OF THE NORTH ATLANTIC SYSTEMS PLANNING GROUP

Paris, France, 30 June to 03 July 2026

The designations and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area of its authorities, or concerning the delimitation of its frontiers or boundaries.

TABLE OF CONTENTS

INTRODUCTION.....	1
1. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS.....	1
1.1 ICAO update	1
1.2 Status of NAT SPG follow up actions	1
1.3 NAT Project Teams Status.....	2
2. NAT PLANNING AND IMPLEMENTATION PROGRAMMES	2
2.1 NAT Data Link Performance, Equipage and Voice Communications Reports 2025	2
2.2 Results from the NAT SWX 2025 exercise	2
2.3 FF-ICE implementation	3
2.4 Space based VHF trials.....	3
2.5 STO coordination.....	3
2.6 NAT Oceanic Clearance Removal programme.....	4
2.7 RCL removal.....	5
2.8 Upper level of Reykjavik FIR.....	5
2.9 A new ATC system in the United States.....	5
3. NAT SAFETY PERFORMANCE AND OVERSIGHT ISSUES.....	5
3.1 NAT CMA Service KPIs and 2026 Deliverables	5
3.2 NAT Scrutiny Group.....	5
3.3 NAT MWG	6
3.4 Proposal for Amendment to NAT Doc 001 Fast-track Process	6
3.5 Regional requirements for MNPSA/HLA Approval.....	6
3.6 Flight Operations Oversight Workshop	6
3.7 NAT Annual Safety Report (ASR) 2025	7
4. NAT ECONOMIC, FINANCIAL AND FORECAST ISSUES.....	8
4.1 Status on the signature of NAT HMS Financial Arrangement	8
4.2 Update on Costs related to termination of Strumble HMU.....	8
4.3 Traffic forecast 2026-2030.....	8
4.4 Mapping of data sources and applications	8
4.5 Space Transport Operations- NAT EFFG considerations.....	9
5. NAT DOCUMENTATION UPDATES.....	9
5.1 NAT Doc 006.....	9
5.2 NAT ANP	9
6. ANY OTHER BUSINESS	10
6.1 Coordination with SAT.....	10
6.2 Isavia ANS becomes AVIANS	10
6.3 Farewells	10
6.4 Next meeting.....	11

LIST OF APPENDICES

Appendix A—List of Participants

Appendix B—List of Meeting Documentation

Appendix C—Updated NAT SPG Conclusions and follow up actions

Appendix D—Status of Ongoing NAT project teams

Appendix E— EUR/NAT FF-ICE TF ToR

Appendix F— NAT FAST TRACK Procedure

Appendix G—NAT Annual Safety Report (ASR) 2025

Appendix H—NAT Traffic Forecast 2026-2030

Appendix I— NAT DMPT ToR

Appendix J—NAT Doc 006 amendment

Appendix K— NAT ANP Vol I amendments

Appendix L— NAT ANP Vol II amendments

Appendix M—Calendar of review/elections of chairmen and rapporteurs of the NAT SPG and its contributory groups

LIST OF CONCLUSIONS

NAT SPG Conclusion 62/1 – Establishment of a EUR/NAT Volcanic Ash Contingency Plan Amendment Project Team (VAPT)	1
NAT SPG Conclusion 62/2 – Updated NAT Doc 003.....	1
NAT SPG Conclusion 62/3 – Review and update of NAT Doc 006	1
NAT SPG Conclusion 62/4 – Review and update of NAT Doc 007	1
NAT SPG Conclusion 62/5 – Enhancement of the NAT ASR	1
NAT SPG Conclusion 62/6 – Change of lateral event definitions.....	1
NAT SPG Conclusion 62/7 – Establishment of the EUR/NAT FF-ICE TF	3
NAT SPG Conclusion 62/8 – Development of NAT Common Practices for STO Integration	4
NAT SPG Conclusion 62/9 – Proposal for Amendment to NAT Doc 001 Fast-track Process.....	6
NAT SPG Conclusion 62/10 – NAT Annual Safety Report 2025.....	7
NAT SPG Conclusion 62/11 – NAT Traffic Forecast for 2026-2030	8
NAT SPG Conclusion 62/12 - Establishment of a project team on mapping of data sources and applications ...	9
NAT SPG Conclusion 62/13 – Updates of NAT Doc 006.....	9
NAT SPG Conclusion 62/14– Endorsement of proposal for amendments to NAT ANP Vol I and II	10

0. INTRODUCTION

0.1.1 The Sixty Second Meeting of the North Atlantic Systems Planning Group (NAT SPG/62) was held in the European and North Atlantic (EUR/NAT) Office of ICAO from 30 June to 2 July 2026.

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. Elkhan 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 took note of the latest updates on 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 regional meetings.

1.2 STATUS OF NAT SPG FOLLOW UP ACTIONS

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

1.2.2 It was noted that the following NAT SPG/62 Conclusions had been approved by correspondence prior to the present meeting:

NAT SPG Conclusion 62/1 – Establishment of a EUR/NAT Volcanic Ash Contingency Plan Amendment Project Team (VAPT)

NAT SPG Conclusion 62/2 – Updated NAT Doc 003

NAT SPG Conclusion 62/3 – Review and update of NAT Doc 006

NAT SPG Conclusion 62/4 – Review and update of NAT Doc 007

NAT SPG Conclusion 62/5 – Enhancement of the NAT ASR

NAT SPG Conclusion 62/6 - Change of lateral event definitions

1.2.3 Regarding **Conclusion 59/9** on Oceanic Clearance Removal (OCR) implementation dates, it was agreed that it could be considered as completed. However, considering that there was one remaining NAT

Oceanic Control Area (OCA) to implement OCR, Action 59-4 to provide written assurance (confirmation) of completion of the national safety cases for OCR) was amended to reflect that this action was on the United Kingdom.

1.2.4 Regarding **Action 59-1** to provide regular updates on the progress of the new Area Control Centre (ACC) project in the Nuuk Flight Information Region (FIR), the Meeting noted the update from Denmark on the progress of the work towards the establishment of a new ACC in Greenland to conduct air traffic control in Nuuk FIR. It was noted that the related political process was still ongoing and there were no further updates at this stage. Considering the status of this project, the Meeting agreed that Action 59-1 would be considered completed. Denmark would keep the NAT SPG informed of any developments.

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 the updated status of the NAT project teams (**Appendix D** refers).

1.3.2 The Meeting noted **NAT IMG Decision 68/3** to re-establish the Network Outage Detection and Reporting project team (NODAR PT) with a target period of September 2026 to September 2027 as a mechanism known within the communication service providers(CSP)/satellite service providers (SSP) industry to bring the appropriate subject matter experts from each organization together to progress the implementation of improved maintenance and outage notifications for the Future Air Navigation System (FANS) data link network.

1.3.3 The Meeting noted **NAT IMG Decision 68/6** to establish an Automatic Dependent Surveillance - Contract (ADS-C) Aircraft Intent Group Project Team (AIG PT) to investigate the technical and procedural feasibility and options for replacing the current method of obtaining an Estimated time over significant point (ETO) for NAT Oceanic Entry Point (OEP) and the level intention information by using the ADS-C Aircraft Intent Group functionality. It was noted that the use of ADS-C intent information could potentially deliver a significant positive change to NAT operations that could enable removal of the Request Clearance (RCL) by all NAT air navigation service providers (ANSPs) and further align with continental airspace.

2. NAT PLANNING AND IMPLEMENTATION PROGRAMMES

2.1 NAT DATA LINK PERFORMANCE, EQUIPAGE AND VOICE COMMUNICATIONS REPORTS 2025

2.1.1 The Meeting noted the reported data link performance statistics for 2025 (**NAT IMG Decision 68/1** refers) and the NAT voice communications report 2025 that included a consolidated analysis of the voice message volume of the NAT Aeronautical Radio Stations (**NAT IMG Decision 68/2** refers).

2.2 RESULTS FROM THE NAT SWX 2025 EXERCISE

2.2.1 The Meeting noted the following main outcomes (**NAT IMG Decision 68/4** refers) from the NAT space weather exercise (10-11 December 2025) organized by the NAT Space Weather exercise project team (SWX PT) based on **NAT IMG Decision 65/3**:

- a) Safe operations could be maintained in the NAT for a similar SWX event and the currently used procedures from ANSPs and airspace users were mitigating the impacts;
- b) ANSPs and aircraft operators could help the SWXCs by providing access to their information, daily status on events, sharing information on high frequency (HF) outages, Automatic Dependent Surveillance–Broadcast (ADS-B) and ADS-C data showing downgrading of systems, access to data on Global Navigation Satellite System (GNSS) issues getting pilot experiences, and measuring radiations in cockpits;

- c) NAT Doc 007 would be amended to clarify what is expected from flight crews in an SWX event impacting their COM systems;
- d) The ICAO SWX products would need to evolve so that they might be used by the aviation stakeholders (which were mainly using National Oceanic and Atmospheric Administration (NOAA) or other products);
- e) There was no need for another SWX exercise for the NAT in the near future, but as models/simulations/products will evolve in the next years it would be useful to validate them in an operational environment.

2.2.2 In regard to c) above, International Air Transport Association (IATA) and International Association of Air Line Pilots' Associations (IFALPA) will prepare a proposal for amendment (PfA) to NAT Doc 007 to be discussed at NAT Procedures and Operations Group (NAT POG/22). The Meeting was informed that the NAT SWX 2025 exercise outcomes were also taken up by the ICAO panels through the space weather centres (SWXCs) contributions for an update of ICAO Doc 10100.

2.3 FF-ICE IMPLEMENTATION

2.3.1 The Meeting noted the outcomes of the ICAO EUR/NAT Flight and Flow Information for a Collaborative Environment (FF-ICE) Workshop held in Paris, France, 17–19 February 2026. In follow up to **NAT SPG Conclusion 61/1** on implementation of FF-ICE, System Wide Information Management (SWIM) and Trajectory-based operations (TBO) in the NAT, the NAT States/ANSPs would continue providing updates on their status of implementation to the next NAT TIG meeting to compile a consolidated report to NAT IMG/69.

2.3.2 In this regard, the Meeting was presented with a proposal to establish an ICAO EUR/NAT FF-ICE task force to coordinate the implementation at the inter-regional level, avoid duplication of work and to ensure that NAT operational specificities were reflected in any guidance material that emerges. The Meeting noted that the terms of reference (ToRs) for the EUR/NAT FF-ICE TF had been reviewed and endorsed by the Programme coordination Group of the European Aviation System Planning Group (EASPG PCG). Therefore, the following was agreed:

NAT SPG Conclusion 62/7 – Establishment of the EUR/NAT FF-ICE TF

That, the NAT SPG, in coordination with EASPG, endorse to establish the ICAO EUR/NAT FF-ICE TF with the ToR as provided in **Appendix E**.

2.4 SPACE BASED VHF TRIALS

2.4.1 The Meeting was informed about the ongoing discussions related to the space-based very high frequency (SB VHF) development and implementation. It was noted that the NAT IMG considered the development of a possible NAT concept of operations (CONOPS) for SB VHF as premature at this stage given uncertainty around associated costs and performance characteristics. It was highlighted that future discussions on this matter should first be considered within the context of the NAT Vision.

2.5 STO COORDINATION

2.5.1 The Meeting noted the outcomes of the North Atlantic (NAT) Space Transport Operations (STO) Workshop hosted by the Federal Aviation Administration (FAA) on 13 January 2026.

2.5.2 The Meeting also noted that the ICAO EUR STO project team (EUR STO PT) had completed its work on the development of the ICAO EUR STO guidance that was approved by the EASPG. The establishment of the ICAO global STO task force TF (STOTF) was also noted.

2.5.3 Considering the increasing frequency of STO activity in the NAT generating additional workload for ANSPs and traditional airspace users, the Meeting agreed that it would be timely to establish a NAT STO PT that would:

- a) Develop enhanced methods for information sharing between States and between States and space transport operators, including long-term planning horizons for space operations;
- b) Consider development of a unified launch information source such as a calendar;
- c) Collaborate to develop common terminology, criteria and procedures related to STO, including debris response areas;
- d) Support harmonization of risk assessment and mitigation approaches; and
- e) Review the outcome of the EUR STO PT and follow the development of the ICAO global guidance material by the global STOTF to determine any updates to NAT Doc 013.

2.5.4 The Meeting also supported continued engagement between NAT States and STO industry stakeholders and follow-up workshops and technical exchanges between NAT States and industry stakeholders.

2.5.5 To avoid duplication and ensure that NAT activity benefitted from the work of the EUR STO PT and ICAO global STOTF, it was agreed that the NAT STO PT would be established in the Fall 2026 and its work be focussed on the practical discussions on the NAT specific issues as listed above. The PT would also draft their ToRs based on the same list and provide for further review at the next NAT Implementation Management Group (NAT IMG), Economic, Financial and Forecast Group (NAT EFFG) and Safety Oversight Group (NAT SOG) for approval by the NAT SPG by correspondence.

2.5.6 The following was therefore agreed:

NAT SPG Conclusion 62/8 – Development of NAT Common Practices for STO Integration

That the NAT SPG endorse to:

- a) Establish a NAT SPG STO PT with the following tasks:
 - i) develop enhanced methods for information sharing between States and between States and space transport operators, including long-term planning horizons for space operations;
 - ii) consider development of a unified launch information source such as a calendar;
 - iii) collaborate to develop common terminology, criteria and procedures related to STO, including debris response areas;
 - iv) support harmonization of risk assessment and mitigation approaches;
 - v) following the drafting of the global guidance being developed by the ICAO global STOTF, review NAT Doc 013 to propose updates to NAT Doc 013; and
 - vi) develop draft ToRs for consideration by NAT IMG, NAT EFFG and NAT SOG for endorsement by NAT SPG by correspondence; and
- b) Convene a NAT STO workshop as directed by the STO PT.

2.6 NAT OCEANIC CLEARANCE REMOVAL PROGRAMME

2.6.1 The Meeting was provided with an update on implementation of OCR procedures. It was noted that to enable strategic development and sustainment plans on a stable footing, and while investigation into removing the RCL process progresses, the Shanwick operation would continue to issue oceanic clearances until further notice.

2.6.2 In this regard, the Meeting noted that even though OCR transition was not complete for the whole NAT Region, the remaining implementation would be managed by the United Kingdom as opposed to keeping the OCR PT active. The Meeting also noted the NAT SOG discussion that the OCR post-implementation monitoring period had been completed and that the OCR monitoring would transition from the OCR Project Team to the established NAT mechanisms responsible for ongoing safety and performance oversight. The Meeting took note of **NAT IMG Decision 68/5** disbanding the NAT OCR PT following the completion of the NAT OCR Task List and the endorsement of the final OCR Post-Implementation Monitoring closure report update by NAT SOG/34 (**NAT SOG Decision 34/05** refers).

2.7 RCL REMOVAL

2.7.1 The Meeting noted the outcomes of Canada's 2026 RCL Zero initiative—a four-week activity conducted with Air Canada, as well as information on lessons learned after RCL removal in Iceland. It was noted that after the RCL Removal in Reykjavik Oceanic Area Control (OAC), the experience in both Reykjavik Area Control Centre (ACC) and Iceland Radio was that there had been fewer questions received from pilots regarding the RCL removal and the number of RCL messages had dropped considerably. No Safety Occurrence Reports or reports through the ACC reporting system had been received that were related to the RCL removal. IFALPA and IATA would continue to advise its members of updates of RCL removals as these efforts appeared to be improving flight crews understanding of the changes.

2.8 UPPER LEVEL OF REYKJAVIK FIR

2.8.1 The Meeting was informed about Iceland's plans on amending the upper level of the Reykjavik FIR from Unlimited (UNL) to FL660. Discussions followed on whether an airspace classification change or a similar amendment would be feasible for other FIRs within the NAT Region. It was agreed that this subject would be further discussed at the next NAT IMG/SOG, supported by inputs from the NAT states.

2.9 A NEW ATC SYSTEM IN THE UNITED STATES

2.9.1 The Meeting noted an update from the United States on their critical 3-year modernization framework to reinvest in the United States National Airspace System (NAS). This initiative would build a more reliable, resilient, and future-ready aviation infrastructure—supporting growth while enhancing safety and operational performance.

3. NAT SAFETY PERFORMANCE AND OVERSIGHT ISSUES

3.1 NAT CMA SERVICE KPIS AND 2026 DELIVERABLES

3.1.1 The Meeting took note of the NAT SOG agreed NAT Central Monitoring Agency (CMA) service key performance indicators (KPIs) and key deliverables. These enhancements were aimed at improving visibility and awareness of the NAT CMA's products, with a focus on activities that have the greatest impact on the NAT stakeholders. Starting from Year 2026, the NAT CMA will report based on these Service KPIs. Performance against these metrics will be kept under constant review with regular updates provided to the NAT SOG.

3.2 NAT SCRUTINY GROUP (NAT SG)

3.2.1 The Meeting took note of the updates on the NAT SG work and **NAT SOG Decision 34/01** (Review of the NAT OPS Bulletin 2017_002 Rev09 Oceanic Error Safety Bulletin (OESB)).

3.3 NAT MATHEMATICIANS WORKING GROUP (NAT MWG)

3.3.1 The Meeting noted the updates on the NAT MWG work. Concerning **NAT SPG Conclusion 60/10** on NAT Common Metrics, it was noted that this work was continuing in coordination with the NAT EFFG project team to be established (para 4.4 further refers).

3.3.2 The Meeting further noted the NAT MWG work to modernize the NAT collision risk model to a trajectory-based approach that better reflected the surveillance capability available across most of the NAT High-Level Airspace (HLA) and may reduce the disproportionate influence of a small number of long-duration events. It was noted that for 2026, the current and revised models would be applied in parallel to allow comparison of the results before the new methodology was adopted.

3.4 PROPOSAL FOR AMENDMENT TO NAT DOC 001 FAST-TRACK PROCESS

3.4.1 The Meeting was presented with a proposal for amendment to the NAT Doc 001 Fast-Track Process, which was revised following discussions at NAT SPG/61. The Meeting noted that the revised process flow and simplified reporting form intended to support more efficient and transparent coordination between NAT stakeholders in any crisis situation affecting the NAT operations.

3.4.2 The principal refinements clarified that the Fast Track was a guidance process rather than a requirement and broadened its scope to significant or urgent safety and security matters (including cybersecurity). Further revisions were discussed during the Meeting as reflected in **Appendix F**. Therefore, the following was agreed:

NAT SPG Conclusion 62/9 – Proposal for Amendment to NAT Doc 001 Fast-track Process

That the NAT SPG Handbook (NAT Doc 001) section titled “NAT Fast Track Procedure for Safety or Security Issues” be amended with enhanced modifications to the Fast-Track process, as presented in **Appendix F**.

3.5 REGIONAL REQUIREMENTS FOR MNPSA/HLA APPROVAL

3.5.1 The Meeting noted the information provided by Iceland regarding the planned removal of the Minimum Navigation Performance Specification Airspace (MNPSA) approval requirements in the Reykjavik Control Area (CTA) HLA and noted the associated national safety assessment, regulatory review and approval process conducted by the Icelandic Transport Authority. The meeting noted that the proposal would not change the requirement for aircraft operating in the Reykjavik CTA HLA to meet RNAV 10 or RNP 4 requirements consistent with ICAO Performance based Navigation (PBN) provisions and that implementation was planned for 26 November 2026.

3.5.2 In this regard, it was noted that the NAT SOG agreed not to process amendments to the NAT Regional Supplementary Procedures (SUPPs) at this stage awaiting the final approval of the current amendment to the NAT SUPPs by the ICAO Council. Concurrently, the NAT SPG discussions would follow on whether the NAT regional MNPSA/HLA approval requirement remained. In the context, the Meeting recalled that a possible State-specific removal of MNPSA/HLA authorisation requirements by individual States based on appropriate safety and impact assessments was also an option (NAT SPG/61 report para 3.4.1 refers).

3.6 FLIGHT OPERATIONS OVERSIGHT WORKSHOP

3.6.1 The Meeting took note of the Flight Operations Oversight Workshop outcomes that was held on 18 May 2026, in conjunction with NAT SOG/34. The workshop highlighted the need to strengthen collaboration between Air Traffic Service (ATS) Operations, Flight Operations stakeholders, regulators, and industry to improve communication, change implementation, and operational safety outcomes.

3.6.2 In this regard, the Meeting noted **NAT SOG Decision 34/06** to establish a Project Team to Improve Stakeholder Communication Effectiveness. It was agreed that the NAT SOG Chair and Vice-Chair would develop draft Terms of Reference for consideration and approval at NAT SOG/35.

3.7 NAT ANNUAL SAFETY REPORT (ASR) 2025

3.7.1 The Meeting was presented with the report of the Enhancements to the NAT Annual Safety Report Project Team (ENASR PT) and the draft 2025 edition of the NAT Annual Safety Report (NAT ASR).

3.7.2 It was noted that the new ASR edition was addressing the recommendations from NAT SPG/61. The ENASR PT was established in February 2026 in accordance with **NAT SPG Conclusion 62/5** (Enhancement of the NAT ASR).

3.7.3 It was also noted that the draft 2025 NAT ASR reflected the intention to reach a more targeted audience outside of the NAT SPG structure, including public audience. It was also an interim progression toward a more complete evolution of future reports in accordance with the ENASR PT Terms of Reference. The proposed changes to the report format were well received by the meeting.

3.7.4 The Meeting noted the following elements that were addressed in developing the 2025 edition of the NAT ASR:

- a) Combine and refresh repetitive content carried over from legacy editions of the NAT ASR to reduce redundancy and ensure a narrative that reflects the evolution of the airspace over time and most important takeaways from the annual data set (i.e., 2025);
- b) Emphasize narrative summary and provide detailed supporting data in Appendices rather than in the body of the report;
- c) Introduce an Executive Summary to include identifying the target audience for the report;
- d) Ensure the narrative clearly explains how the NAT Region understands and measures safety risk and the context for the Target Level of Safety in the modern operating environment, in addition to providing data on the Region's safety performance in 2025 against the established targets and indicators;
- e) Introduce a Success Stories section to highlight operational and other successes achieved in the NAT Region during the last year, building on the example provided by the discussion of strategic lateral offset procedure implementation in the 2024 NAT ASR;
- f) Highlight safety activities planned in the NAT Region for 2026; and
- g) Reposition data tables and other detailed information supporting the content in a) – f) described above in Appendices.

3.7.5 Accordingly, the following was agreed:

NAT SPG Conclusion 62/10 – NAT Annual Safety Report 2025

That the attached in **Appendix G** NAT Annual Safety Report 2025 Edition be endorsed and published.

3.7.6 The Meeting also felt that in addition to the NAT ASR, future inputs from the NAT SOG to the NAT SPG should include more detailed and actionable information on the NAT safety performance. It was recalled that some of this information was previously available in the NAT ASR. The Meeting recognized that the main detailed discussions on the NAT safety performance would be taking place under the NAT SOG. A copy of NATSG report could possibly be submitted to the next NATIMG meeting for discussion. A summary of these discussions could form a basis for a separate input to support the NAT SPG deliberations. It was agreed that the NAT SOG, in coordination with the ENASR PT and NAT IMG would further examine this subject and report to the next meeting.

4. NAT ECONOMIC, FINANCIAL AND FORECAST ISSUES

4.1 STATUS ON THE SIGNATURE OF NAT HMS FINANCIAL ARRANGEMENT

4.1.1 The Meeting was provided with an update on the signature status of the Financial Arrangement on the Joint Financing of a North Atlantic Height Monitoring System (HMS) Using ADS-B Data. It was noted that once the Arrangement was signed by all signatories, it would be transmitted to ICAO for signing by the ICAO Secretary General.

4.2 UPDATE ON COSTS RELATED TO TERMINATION OF STRUMBLE HMU

4.2.1 The Meeting noted that the Height Monitoring Unit (HMU) had been dismantled and that discussions on the related costs were ongoing between the United Kingdom and the ICAO Joint Financing Section.

4.3 TRAFFIC FORECAST 2026-2030

4.3.1 The Meeting was presented with the NAT Traffic Forecast for the period 2026-2030 as prepared by the NAT EFFG.

4.3.2 In this regard, the concerns were noted that the forecast was prepared with a limited dataset as ICAO was only able to provide FlightAware data for the month of December 2025. There had also been numerous disruptions in the first four months of 2026 due to the recent geopolitical and macroeconomic developments, including the conflict in the Middle East, to suggest that forecast growth for 2026 should be adjusted downward. Comparisons were made to forecasts from EUROCONTROL Statistics and Forecast Service (STATFOR) and IATA.

4.3.3 Based on the discussions, the NAT EFFG proposed a forecast average annual traffic growth rate over the 5-year horizon of 2.7%.

4.3.4 Following comparison with STATFOR and IATA material, and due to the constraints in the NAT EFFG forecast, the NAT EFFG agreed to use the average of the NAT EFFG forecast and the STATFOR forecast. It was noted that the forecast will be also used for the calculation of user charges for the Danish and Icelandic (DEN/ICE) Joint Financing Agreements in September 2026.

4.3.5 The following was therefore agreed:

NAT SPG Conclusion 62/11 – NAT Traffic Forecast for 2026-2030

That the NAT traffic forecast for the period 2026-2030 as provided in **Appendix H** be approved and published.

4.3.6 In addition, the Meeting agreed that the Secretariat, based on the NAT SPG/62 Conclusion, would further coordinate with the ICAO Data Section to continue providing, on an annual basis, the data required to support the preparation and validation of future NAT traffic forecasts.

4.3.7 In light of this discussion, the Meeting approved the proposal to add the EUROCONTROL STATFOR as an observer to the NAT EFFG ToR. The NAT SPG Handbook would be amended accordingly by the Secretariat as part of the Conclusion in para 3.4.2.

4.4 MAPPING OF DATA SOURCES AND APPLICATIONS

4.4.1 The Meeting was presented with a proposal for the establishment of a NAT SPG project team to map data sources and applications used across NAT groups. The Meeting strongly supported the initiative,

noting recurring challenges related to data availability, differing data definitions, and overlapping calculations across NAT bodies.

4.4.2 The following was agreed:

NAT SPG Conclusion 62/12 - Establishment of a project team on mapping of data sources and applications

That the establishment of a NAT Data Mapping Project Team (DMPT) to map data sources, data definitions, calculations and applications used across NAT groups be endorsed with the ToR as provided in **Appendix I**.

4.4.3 It was noted that the first meeting of the NAT DMPT would be held in person in the United States on 26-27 August 2026.

4.5 SPACE TRANSPORT OPERATIONS- NAT EFFG CONSIDERATIONS

4.5.1 The Meeting took note of the ongoing NAT EFFG work on financial, economic and cost-recovery considerations of STO. The NAT EFFG would continue to follow developments related to the financial impact and potential charging mechanisms of regional STO activities, including updates from ICAO Airports and Air Navigation Services Economics Panel (AEP-ANSEP), EUROCONTROL and other relevant entities.

4.5.2 The Meeting noted the discussions within the NAT EFFG regarding the need to ensure that financial, economic and cost-recovery mechanisms are reflected in the wider NAT discussions on STO. It was therefore important that the NAT EFFG be represented in the upcoming STO PT to be established by the NAT SPG.

5. NAT DOCUMENTATION UPDATES

5.1 NAT Doc 006

5.1.1 The Meeting was presented with a proposal for amendment to NAT Doc 006 to remove Canada's long-term contingency arrangements contained in the Air Traffic Management (ATM) Contingency Plan (NAT Doc 006, Part I).

5.1.2 The following was agreed:

NAT SPG Conclusion 62/13 – Updates of NAT Doc 006

That the updated North Atlantic Air Traffic Management (ATM) Contingency Plan (NAT Doc 006 Part I) as provided in **Appendix J** be endorsed and published.

5.2 NAT ANP

5.2.1 The Meeting was presented with proposed changes to the NAT Air Navigation Plan (eANP) Volumes I and II to remove the outdated material or material that was not applicable in the NAT.

5.2.2 In addition, it was noted that the new Edition of the Global Air Navigation Plan (GANP) required an amendment to NAT ANP Vol III to update the NAT process for monitoring of the GANP/Aviation System Block Upgrade (ASBU) implementation in the Region. A review of NAT ANP Vol III was conducted to ensure alignment with the GANP and NAT GANP implementation monitoring based on the status of the NAT Vision goals and improvements implementation. The Meeting noted that the revision of Vol III would continue in coordination with the NAT SOG, NAT IMG and NAT EFFG, with a plan to integrate the updates

into a new format, to be presented at the next NAT IMG meeting and may be submitted to the NAT SPG by correspondence.

5.2.3 The following was agreed:

NAT SPG Conclusion 62/14– Endorsement of proposal for amendments to NAT ANP Vol I and II

That the updated NAT ANP Vol I and II as provided in Appendices **K** and **L** be processed and published.

6. ANY OTHER BUSINESS

6.1 COORDINATION WITH SAT

6.1.1 The Meeting noted information on the ongoing coordination with the South Atlantic (SAT) area and the significant support that was provided by the NAT States and ICAO EUR/NAT Secretariat. It was noted that the Secretariat support for the SAT IMG had been successfully handed over from the ICAO EUR/NAT to Eastern and Southern African (ESAF) Office. The EUR/NAT Office continued to support the SAT work through the appropriate ICAO Regional Offices that were directly involved in the SAT as part of their area of accreditation.

6.1.2 The Meeting discussed how coordination could be further improved. The positive outcome of the previously organized Atlantic Coordination Meetings (ACM) was recalled. It was noted that if another ACM were to be considered, its objectives, outcomes and deliverables would need to be first clearly outlined. The previous ACMs resulted in a recommendation to restructure the SAT working arrangements based on the NAT structure as a model. The new structure had been successfully implemented since then. Further improvements in the SAT and its coordination requirements with adjacent regions should be discussed within the SAT groups.

6.1.3 In this regard, it was noted that coordination between NAT and SAT was ensured through the Secretariat and direct participation of NAT interface States (Portugal and the United States) in the SAT meetings, as well as Spain for the EUR interface.

6.1.4 The Meeting also noted with appreciation the support provided by Spain to SAT through the EUR-SAM Air space Concept Implementation Team (ESCIT), South Atlantic Regional Monitoring Agency (SATMA) and a secondment to support the ESAF and SAT IMG work, as well by the United States on harmonization of the SAT safety performance monitoring, and Portugal in chairing the SAT IMG during the first 4 years. The Meeting was encouraged to consider providing similar support to the SAT work.

6.1.5 Furthermore, it was agreed that a virtual call between the NAT and SAT chair teams could be helpful to facilitate the exchange of views on the foregoing discussion. It was noted that this suggestion would be brought to the attention of the SAT Chairs and meetings for their consideration. The ICAO Secretariat would further coordinate this with other regional offices.

6.2 ISAVIA ANS BECOMES AVIANS

6.2.1 The Meeting noted information from Iceland that as from 24 March 2026, Avians formally became the new name of Isavia ANS.

6.3 FAREWELLS

6.3.1 The Meeting noted that this was a last NAT SPG for Ms. Vanessa Robertson (Canada), Mr. Rich Stark (IATA) and Mr. Jacob Young (United Kingdom) in various NAT groups. The Meeting thanked

Rich, Jacob and Vanessa for their contribution to the NAT initiatives and wished them all the best in their future endeavours.

6.4 NEXT MEETING

6.4.1 It was agreed that the NAT SPG/63 meeting would be held from 29 June to 2 July 2027 in Paris, France. In this regard, it was recalled to elections of the NAT SPG, NAT SOG and NAT SPG chair will take place in 2027 ([Appendix M](#) refers).

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

Noel DWYER
Michael MUNRO
Vanessa ROBERTSON

DENMARK

Ditte LOVENBORG
Marcus WIKERBERG

FRANCE

Christophe GUILPAIN

ICELAND

Hlin HOLM
Thordis SIGURDARDOTTIR
Arnar SIGURDSSON

IRELAND

Gary HOLDEN
Sean PATRICK

NORWAY

Baard LARSEN

PORTUGAL

Carlos ALVES
Jose Alberto DOS SANTOS RODRIGUES
Luis TOJAIS

UNITED KINGDOM

Jamie HUTCHISON
Ben LIPPITT
Jean-Francois SOLDANO
Jacob YOUNG

UNITED STATES

Jennifer KILEO
Holly KING
James. C. SCHULTZ III

EUROCONTROL

David BRAIN

IATA

Wayne SNYDER
Rich STARK

IFALPA

Dragana MILOSAVLJEVIC
LP VANSTORY

IFATCA

Erna Katrin ARNADOTTIR

NAT CMA

David LUNAN

ICAO EUR/NAT

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

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)***LIST OF DOCUMENTATION**

WP / IP#	AI	Title	Presented by
WP01	0	Draft Agenda	Secretariat
WP02REV	2	NAT IMG Outcomes	Secretariat
WP03	5	NAT IMG Outcomes – NAT Doc updates	Secretariat
WP04	4	NAT EFFG outcomes	Secretariat
WP05	6	Status of NAT SPG Conclusions / decisions	Secretariat
WP06	3	NAT ENASR PT and NAT ASR 2025	Secretariat
WP07REV	3	NATSOG outcome	Secretariat
IP01	0	Meeting schedule	Secretariat
IP02	0	Meeting documentation	Secretariat
IP03	1	SAT updates	Secretariat
IP04	2	BIRD FIR upper limit	Iceland
IP05REV	6	Status of NAT Project Teams	Secretariat
IP06	1	ICAO update	Secretariat
IP07	7	Isavia ANS becomes Avians	Iceland
IP08	7	A New Air Traffic Control System in the United States	USA
IP09	7	Update on Greenland ACC	Denmark

APPENDIX C — UPDATED NAT SPG CONCLUSIONS

(paragraph 1.2.5 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: 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; 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 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 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	That:	a)+c) Completed. Published on EUR/NAT website.	On-going

Title	Description	Comments	Status
NAT Doc 008 (Application of Separation Minima - North Atlantic Region) and NAT SUPPs, (ICAO Doc 7030)	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); c) the ICAO Regional Director, Europe and North Atlantic take appropriate action to publish the amended version of the NAT Doc 008; and the ICAO Regional Director, Europe and North Atlantic process the proposed amendment to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030/5).	ICAO EUR/NAT State letter ref: EUR/NAT 23-0032.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 59/14 - Minimum Navigation Performance Specification (MNPS)	That, the NAT SOG: 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): 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 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	That the: 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	a) & c) No action. d) State Letter Ref: EUR/NAT 23-0249.TEC of 26 July 2023 [Publication of NAT Region Documents] refers.	On-going

Title	Description	Comments	Status
	ICAO Regional Director, Europe and North Atlantic, take appropriate action to publish and promulgate the updated NAT Doc 008.		
C 60/03 - PfA to NAT SUPPs Chapter 6, para 6.2.7	That the: 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 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: 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 b) NAT Common Metrics Project Team (CM PT) be disbanded.	Also refers to the EFFG DMPT work	On-going
NAT SPG Conclusion 62/1- Establishment of EUR/NAT Volcanic Ash Contingency Plan Project Team (VAPT)	That, in coordination with the EASPG, EUR/NAT VACP Amendment Project Team (VAPT) be established with the terms of reference attached.	PT established. First meeting 15 February 2026. Draft document to be presented to METG and NATPOG22 end September 2026.	Closed.
NAT SPG Conclusion 62/2 - Updated NAT Doc 003	That the ICAO Regional Director, Europe and North Atlantic, take necessary action to publish an updated version of the NAT Doc 003, incorporating the attached.	NAT Doc 003 - High Frequency Management Guidance Material for the North Atlantic Region –	Closed.

Title	Description	Comments	Status
		Version 4.1.1 published on 29 January 2026	
NAT SPG Conclusion 62/3- Review and update of NAT Doc 006	That the ICAO Regional Director, Europe and North Atlantic to take appropriate action to publish the revised NAT Doc 006 Part I as attached.	NAT Doc 006 Part I - Air Traffic Management Contingency Plan, NAT Region 2nd Ed, Amd 3 published on 29 January 2026	Closed.
NAT SPG Conclusion 62/4- Review and update of NAT Doc 007	That the ICAO Regional Director, Europe and North Atlantic to take appropriate action to publish the North Atlantic Operations and Airspace Manual (NAT Doc 007) Version 2026) as attached, with the applicability date of 19 March 2026.	NAT Doc 007 - North Atlantic Operations and Airspace Manual, V.2026-1 published on 29 January 2026	Closed.
NAT SPG Conclusion 62/5- Enhancement of the NAT ASR	That the ICAO Regional Director take appropriate action to establish a project team for Enhancement of NAT ASR (ENASR PT).		Ongoing
NAT SPG Conclusion 62/6- Change of lateral event definitions	That, the: a) following definitions are used when classifying reports made to the NAT Central Monitoring Agency (NAT CMA): i. a lateral deviation is any actual deviation from the cleared track other than those covered by the Strategic Lateral Offset Procedures (SLOP); and ii. an ATC Prevention is an event where the ATCO prevented a lateral deviation. b) NAT DMO be tasked, in coordination with the ICAO EUR/NAT Office, to take necessary steps to update all lateral event definitions in the ICAO NAT SPG Handbook (NAT Doc 001) and other NAT documents.	Conclusion agreed. Doc update ongoing	On-going

Title	Description	Comments	Status
NAT SPG Conclusion 62/7– Establishment of the EUR/NAT FF-ICE TF	That, the NAT SPG, in coordination with EASPG, endorses to establish the ICAO EUR/NAT FF-ICE TF with the ToR as provided in Appendix E.		Ongoing
NAT SPG Conclusion 62/8 – Development of NAT Common Practices for STO Integration	That the NAT SPG endorses to: a) Establish a NAT SPG STO PT with the following tasks: i) develop enhanced methods for information sharing between States and between States and space transport operators, including long-term planning horizons for space operations; ii) consider development of a unified launch information source such as a calendar; iii) collaborate to develop common terminology, criteria and procedures related to STO, including debris response areas; iv) support harmonization of risk assessment and mitigation approaches; v) following the drafting of the global guidance being developed by the ICAO global STOTF, review NAT Doc 013 to propose updates to NAT Doc 013, and vi) develop draft ToRs for consideration by NAT IMG, NAT EFFG and NAT SOG for endorsement by NAT SPG by correspondence: b) Convene a NAT STO workshop as directed by the STO PT.		Ongoing
NAT SPG Conclusion 62/9 – PfA t to NAT Doc 001 Fast-track Process	That the NAT SPG Handbook (NAT Doc 001) section titled “NAT FAST TRACK PROCEDURE FOR SAFETY OR SECURITY ISSUES” be amended with enhanced modifications to the Fast-Track process, as presented in Appendix F.		ongoing
NAT SPG Conclusion 62/10 – NAT	That the attached in Appendix G NAT Annual Safety Report 2025 Edition be endorsed and published.		Ongoing

Title	Description	Comments	Status
Annual Safety Report 2025			
NAT SPG Conclusion 62/11 – NAT Traffic Forecast for 2026-2030	That the NAT traffic forecast for the period 2026-2030 as provided in Appendix H be approved and published.		Ongoing
NAT SPG Conclusion 62/12 - Establishment of a project team on mapping of data sources and applications	That the establishment of a NAT Data Mapping Project Team to map data sources, data definitions, calculations and applications used across NAT groups be endorsed with the ToR as provided in Appendix I.		Ongoing
NAT SPG Conclusion 62/13 – Updates of NAT Doc 006	That the updated North Atlantic Air Traffic Management (ATM) Contingency Plan (NAT Doc 006 Part I) as provided in Appendix J be endorsed and published.		Ongoing
NAT SPG Conclusion 62/14– Endorsement of proposal for amendments to NAT ANP Vol I and II	That the updated NAT ANP Vol I and II as provided in Appendices K and L be processed and published.		Ongoing

NAT SPG FOLLO UP ACTIONS

ID	Description	Who	When	x-Ref	Status
59-4	Provide written assurance (confirmation) of completion of the national safety cases for OCR to the NAT SOG Secretariat.	United Kingdom	Prior to implementation		<i>On-going</i>
60-3	Review NAT ANP requirements concerning the need for NDBs in the NAT.	Secretariat	NAT SPG/63		<i>On-going</i>
61-1	Coordinate issues concerning the NAT HMS financing arrangement	Secretariat	asap		<i>On-going</i>
61-5	Consider proposed improvements to future ASRs	SOG	NAT SPG/63		<i>On-going</i>
61-6	Provide updates on the issues concerning removal of MNPS/HLA authorisations	UK	Next NAT SOG		<i>On-going</i>
62-1	Develop a draft NAT STO PT ToR for the NAT IMG, NAT SOG and NAT EFFG review	Nominated NAT STO PT participants	NAT IMG/69		<i>ongoing</i>
62-2	Provide inputs to the NAT IMG on upper limits of FIRs	NAT IMG members	NAT IMG/69		<i>Ongoing</i>
62-3	Review NAT ANP Vol III- NAT Vision	NAT EFFG, NAT SOG and NAT IMG	NAT IMG/69		<i>ongoing</i>

APPENDIX D — STATUS OF ONGOING NAT PROJECT TEAMS

(paragraph 1.3.1 refers)

Reporting as of: NATSPG62								
Created at	Project Team	Parent Group	Supervisor	Project Title	Start	End	Lead	Report
NATSOG Dec 34/08	TBC	NAT SOG	NAT SOG	PT to Improve Stakeholder Communication Effectiveness	NAT SOG35	TBC	TBC	TBC
NATSPG Con 62/8	NAT STO PT	NAT SPG	NAT SPG	NAT Space Transport Operations (STO) PT	Fall 2026	Fall 2027	TBC	NAT SPG/63
NATSPG Con 62/12	NAT DMPT	NAT SPG	NAT EFFG	Mapping of data sources and applications PT	7/1/2026	7/1/2027	Ditte LOVENBORG, Denmark	NAT SPG/63
NATIMG Dec 68/3	NODAR PT	NAT TIG	NAT TIG	Network Outage Detection and Reporting (NODAR) Reconvene	9/1/2026	9/30/2027	Theresa BREWER, USA	NAT TIG/24
NATIMG Dec 68/6	NAT AIG PT	NAT IMG	NAT POG	NAT ADS-C Aircraft Intent Group PT	6/1/2026	NAT POG/23	Iain BROWN, UK NATS	NAT POG/23
NATSPG Con 62/1	EURNAT VAPT	NATSPG/EASPG	NATSPG/EASPG	EUR_NAT Volcanic Ash Contingency Plan PT	23/02/2026	30/12/2026	José AMARAL Portugal	NAT SPG/63
NATSPG Con 62/5	ENASR PT	NAT SPG	NAT SOG	Enhancement of the NAT ASR PT	30/01/2026	1/12/2026	Rebecca BARTHEL, USA	NAT SPG/63
NATIMG Dec 65/4	NAT CRCPT	NAT IMG	NAT POG	NAT CPDLC Route Clearance PT	1/1/2025	30/12/2026	Luis TOJAIS, Portugal	NAT IMG/69

APPENDIX E — EUR/NAT FF-ICE TF ToR*(paragraph 2.3.2 refers)***Flight and Flow – Information for a Collaborative Environment (FF-ICE) Task Force (TF)****Establishment** 2026 – EASPG PCG Decision 8/2 & NAT SPG Conclusion 62/7**Objective**

The ICAO EUR/NAT FF-ICE TF is established by the European Aviation System Planning Group (EASPG) and North Atlantic System Planning Group (NAT SPG) with the primary objective to support the planning for implementation of Flight and Flow – Information for a Collaborative Environment (provision and consumption). The ICAO EUR/NAT FF-ICE TF will work in close collaboration with the EUROCONTROL Network Manager Flight Plan and Flight Data Evolutions Sub-Group - FPFDE SG).

The Task Force aims to ensure regional interoperability, harmonization, and alignment with the ICAO Global Provisions, as well as coordination with EUROCONTROL, SESAR Deployment Manager (SDM), EASA, and other Regions for FF-ICE implementation and to meet the target date of 2034 for the Global cessation of the ICAO 2012 flight plan.

Terms of Reference

- Monitor developments in ICAO global provisions related to FF-ICE and keep abreast of the developments in FF-ICE implementation in other regions (i.e. APAC, AFI, MID, etc.).
- Work in close collaboration with the EUROCONTROL Flight Plan and Flight Data Evolution Subgroup (FPFDE SG), SDM and other relevant European bodies/groups to ensure a harmonized approach to FF-ICE implementation in the EUR and NAT Regions.
- Through a common initiative with the FPFDE SG, maintain the EUR/NAT regional roadmap for FF-ICE implementation.
- Monitor and assist the FF-ICE TF Members, in developing national FF-ICE implementation plans, ensuring alignment with the regional roadmap.
- Address interoperability issues within the EUR Region and with other ICAO Regions (APAC, AFI and MID) through joint workshops, as necessary.
- Foster collaboration among FF-ICE TF Members (ANSPs, airspace users (AUs), and other stakeholders) to ensure coordinated implementation.
- When needed, recommend updates to the ICAO EUR and NAT Supplementary Procedures (Doc 7030) and the Regional Air Navigation Plans (ANP) and/or develop new regional documentation/guidance to complement the work of the FF-ICE TF.
- Regularly review implementation progress of the FF-ICE by the EUR/NAT States, identify challenges, and propose corrective measures to ensure the regional roadmap is on track.
- Ensure that FF-ICE implementation supports and aligns with the ICAO Trajectory-Based Operations (TBO);
- Ensure timely development and implementation of System-Wide Information Management (SWIM) in support of FF-ICE services; and
- Facilitate knowledge-sharing and when required, plan and support Regional and Interregional workshops, seminars and trainings to promote and foster FF-ICE implementation.

Working Arrangements

The Task Force will conduct its work by consensus.

Meetings will generally be held twice annually, with additional meetings or teleconferences arranged as needed. The meetings will be held conjointly with the EUROCONTROL Network Manager FPFDE SG, when needed, to ensure consistency.

Temporary project teams may be established by the Task Force, if needed, to address specific tasks, with defined timelines. These teams will be dissolved upon completion of their work.

The Chairperson of the FF-ICE TF will be elected according to EASPG and NAT SPG guidelines.

The Task Force will report to the /EASPG/PCG and NAT SPG/IMG, providing regular updates on progress, challenges, and recommendations for FF-ICE implementation.

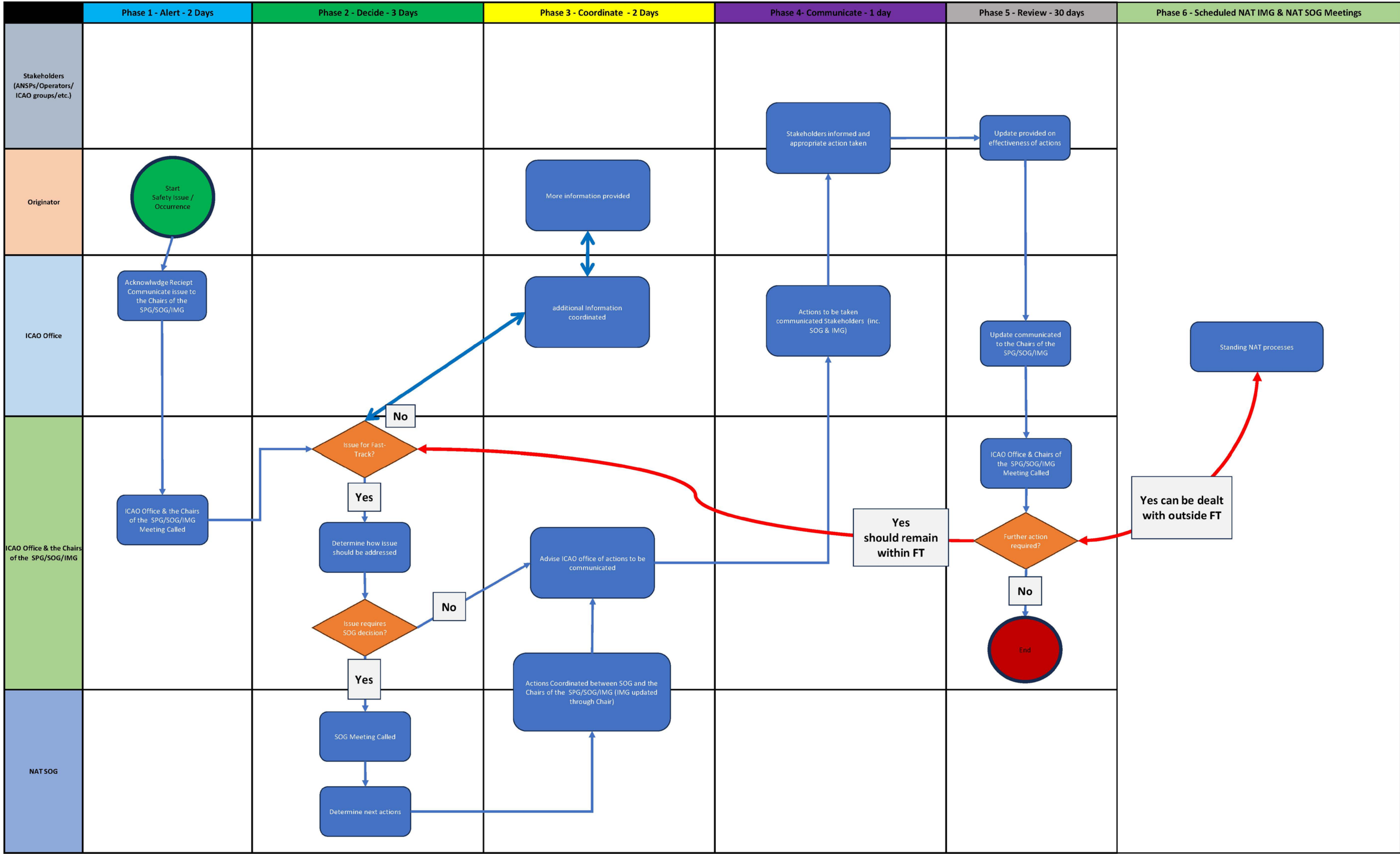
Composition

Experts nominated by relevant EUR and NAT States (Albania, Algeria, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Canada, Denmark, France, Georgia, Iceland, Ireland, Israel, Kazakhstan, Kyrgyzstan, Moldova, Montenegro, Morocco, North Macedonia, Norway, Portugal, Russian Federation, Serbia, Tajikistan, Tunisia, Turkiye, Turkmenistan, Ukraine, United Kingdom, United States and Uzbekistan), Organizations (SESAR Deployment Manager (SDM), EUROCONTROL, EASA, IATA, CANSO), Data Houses (Lufthansa Systems, Jeppesen and NAVBLUE) and other relevant stakeholders.

APPENDIX F — NAT FAST TRACK PROCEDURE

(paragraph 3.4.2 refers)

Fast Track Process - Guidance Matrix





NAT Fast Track Report Form

Objective

NAT Fast Track is a guidance process, for the rapid collection, analysis, and dissemination of significant or urgent information on safety or security (including cybersecurity) issues affecting the NAT region. It enables the ICAO EUR/NAT Office and the Chairs of the SPG/SOG/IMG/EFFG to assess relevant information and/or safety data from North Atlantic stakeholders and promptly inform Member States of any required actions, including recommendations or mitigations.

The Fast Track process is available to all North Atlantic stakeholders and is complementary to organizations' internal safety management processes, however it should only be initiated by an appropriately authorized person within a certified, approved, or licensed organization. Other NAT processes should be considered before invoking Fast Track unless urgency requires otherwise.

All directly affected stakeholders (e.g. ANSPs, regulators, operators) should be informed as early as practicable and given the opportunity to state their position. Evidence submitted by stakeholders must be reviewed by the ICAO EUR/NAT Office and the Chairs of the SPG/SOG/IMG/EFFG to ensure well-informed decisions.

Consultation with the SOG is at the discretion of the Chairs; however, the IMG, SOG and EFFG are expected to be informed as soon as practicable.

The FastTrack process should be applied in accordance with safety culture principles.

See NAT DOC 001 section for Fast Track process flow diagram

Information to Aid Process

The following form will be used to help address the fast-track issue, therefore submitters are encouraged to:

- Fill out each field with the best information available.
- If any details are unknown or pending, mark them accordingly.
- Submit follow-up or supplemental reports as more information emerges.

1. BASIC IDENTIFIERS

Field	Information to Provide / Guidance
Date & Time of Issue	Specify the exact date and time when the issue occurred or was discovered.
Exact Location / Site Identification	Provide the facility name and geographical location or coordinates of the issue



Reporting Organization / Department	Indicate the name of the organization/department submitting the report.
Primary Contact Person	List the name, title/position, phone number and/or email of the main point of contact.

2. DESCRIPTION OF THE ISSUE

Field	Information to Provide / Guidance
Summary / Narrative	Provide a concise and factual description of the issue, including any observed effects and relevant context.

3. EFFECTS

Field	Information to Provide / Guidance
Effects	Describe impact on equipment/facility, capacity, operations, workload, business continuity, or other direct impacts.

4. IMMEDIATE ACTIONS TAKEN

Field	Information to Provide / Guidance
Containment or Mitigation Measures	Outline steps taken to manage and assess the situation, including contingency procedures, new mitigations, etc.

5. PRELIMINARY ANALYSIS

Field	Information to Provide / Guidance
Likely Root Cause (if known)	If applicable, provide any initial findings about possible causal factors (e.g., technical failure, procedural error, human error, external factors).

6. INITIAL RISK ANALYSIS

Field	Information to Provide / Guidance
Risk Level	If applicable, provide the best estimation of the level of risk introduced by the issue. Has the reporting organization/regulator categorized this issue High/Medium/Low risk utilizing a risk matrix? What is that finding?

7. PROPOSED OR REQUESTED ACTIONS

Field	Information to Provide / Guidance
Short-Term Measures	List any actions/steps already taken or any proposed actions/steps needed to be assessed and implemented that may assist in mitigating or resolving the issue.
Assistance / Guidance Required	If applicable, indicate if you need regulatory, external or additional support (expert advice, resources, etc.).

8. SIGNATURE & DATE

Field	Information to Provide / Guidance
Report Prepared By (Name & Title)	Person compiling the report.
Signature	Signature (digital or physical, as appropriate).
Date of Submission	Date when the report is submitted to ICAO.

Additional Notes or Attachments

Sent this report to ICAO EUR/NAT Office at icaoournat@icao.int

APPENDIX G — NAT ANNUAL SAFETY REPORT (ASR) 2025

(paragraph 3.7.5 refers)

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

APPENDIX H — NAT TRAFFIC FORECAST 2026-2030

(paragraph 4.3.5 refers)

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

APPENDIX I — NAT DMPT ToR

(paragraph 4.4.2 refers)

Project Title	Mapping of data sources and applications (NAT DMPT)
Parent Group	NAT SPG
Project Supervisory body	NAT EFFG
Project Period	6-12 months
Project Objective	To map the different data sources and applications among the NAT groups, identify synergies and recommend a way forward to coordinate the data usage.
Project Outcomes:	A report to be presented to NAT SPG/63 with an overview of data sources and applications for each NAT group and with recommendations for coordination of data usages between the NAT groups.
Membership	NAT EFFG, NAT MWG, NAT TIG, NAT SOG, NAT CMA, NAT DMO and data experts from the NAT states.
Coordination Requirements	NAT SPG
Project High-Level Tasks	1. identify the different data sources and types being used by the different NAT groups; 2. identify the different NAT groups' applications of the data; 3. identify discrepancies in data sources and/or uses; 4. identify synergies in both data supply and applications; 5. recommend choice of data source(s), if needed; and 6. propose a way forward to coordinate the various calculations done by the NAT groups; and 7. update NAT Documentation accordingly and consequential amendments to the handbooks of the different groups.
Project Lead	Chair of NAT EFFG
Project Secretariat Support	NAT EFFG Secretary

APPENDIX J — NAT DOC 006 AMENDMENT

(paragraph 5.1.2 refers)

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

APPENDIX K — NAT ANP VOL I AMENDMENT

(paragraph 5.2.3 refers)

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

APPENDIX L — NAT ANP II AMENDMENT

(paragraph 5.2.3 refers)

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

**APPENDIX M — CALENDAR OF REVIEW/ELECTIONS OF CHAIRMEN AND RAPPORTEURS OF THE NAT
SPG AND ITS CONTRIBUTORY GROUPS**

(paragraph 6.4.1 refers)

MEETING	2ND REVIEW	3RD REVIEW	4TH REVIEW	5TH REVIEW	CONFIRMED BY
NAT SPG	2019	2023	2027	2031	NAT SPG
NAT EFFG	2019	2023	Spring 2025	Spring 2029	NAT SPG
NAT IMG	Spring 2018 - Fall 2019	Fall 2023	Fall 2027	Fall 2031	NAT SPG
NAT SOG	Spring 2017 - Fall 2019	Spring 2023	Spring 2027	Spring 2031	NAT SPG
NAT MWG	2019	2023	2027	2031	NAT SOG
NAT SG	Fall 2020	Fall 2024	Fall 2028	Fall 2032	NAT SOG
	1ST REVIEW	2ND REVIEW	3RD REVIEW	4TH REVIEW	
NAT POG	Spring 2016	Spring 2020	Spring 2024	Spring 2027 ¹	NAT IMG
NAT TIG	Spring 2016	Spring 2020	Spring 2024	Spring 2028	NAT IMG

-END-

¹ NATPOG Rapporteur's 4-year term would end 2028, however current NATPOG Rapporteur steps down in 2027