PIRG-RASG GCM-2013/PPT-2 NAT SPG
Agend item 2

North Atlantic Systems Planning Group (NAT SPG)

Chairman Ásgeir Pálsson
(Iceland)

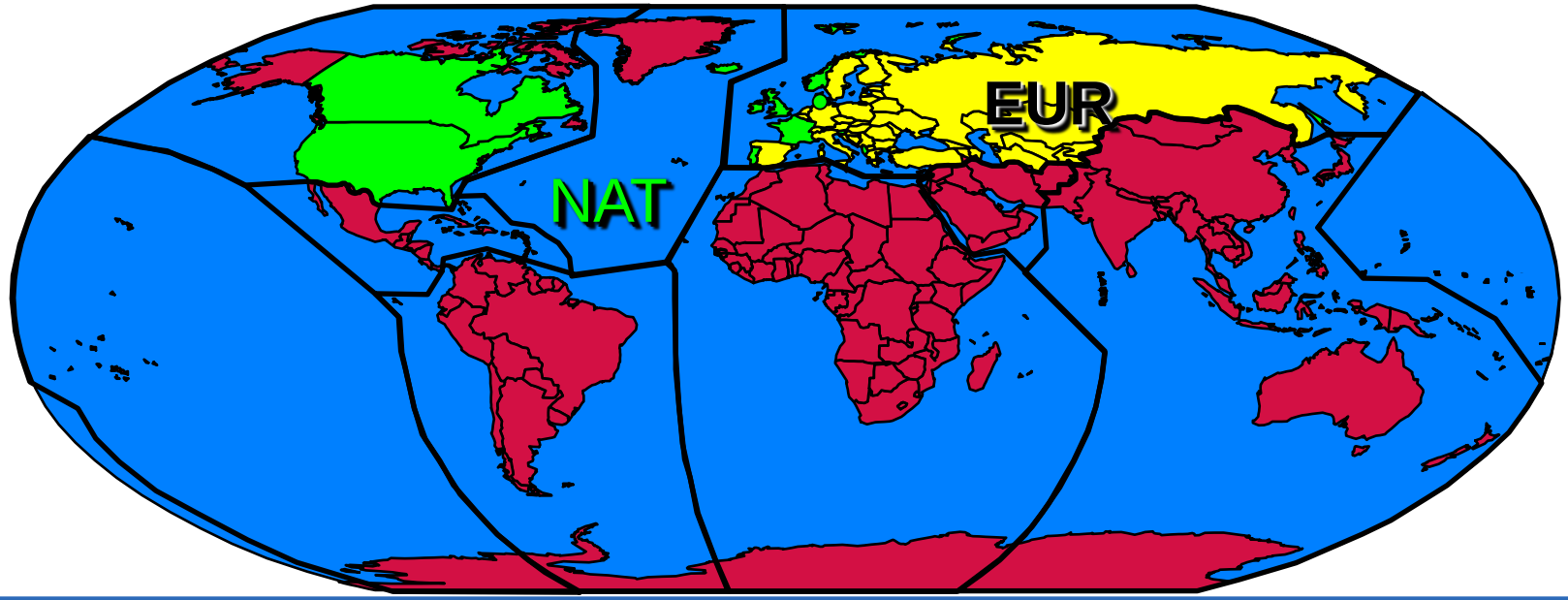
PIRG-RASG Global Coordination Meeting, Montreal 19 March 2013

NAT SPG Composition

Canada, Denmark, France, Iceland, Ireland, Norway, Portugal, United Kingdom and the United States are NAT SPG Members.

Representatives from the Russian Federation and Spain as well as Observers from IATA, IACA, IFALPA, IAOPA, IBAC, IFATCA, and Inmarsat are invited to participate in the work of the NAT SPG.

It was established by the ICAO Council in 1965.



NAT SPG Successes

- First Region to implement RVSM (1997);
- First Region to develop and implement performance based navigation specification requirements (MNPS);
- Response to Volcanic Ash (VOLCEX, VA Contingency Plan);
- Development of comprehensive regional documents (NAT Docs) complementing global ICAO provisions;
- Constant contributions to the improvement/development of ICAO global provisions.

NAT SPG Priorities

- Increase capacity and efficiency by implementing reduced horizontal separation minima;
- Increasing safety of operation through the implementation of new technologies (e.g. data-link, SATCOM etc);
- Migration from MNPS to RNP
- Improving inter-regional co-ordination (seamless at the boundaries), with all adjacent Regions and avoiding duplicated requirements for equipment (e.g. ATN / FANS issue);
- Resolving VA issues.

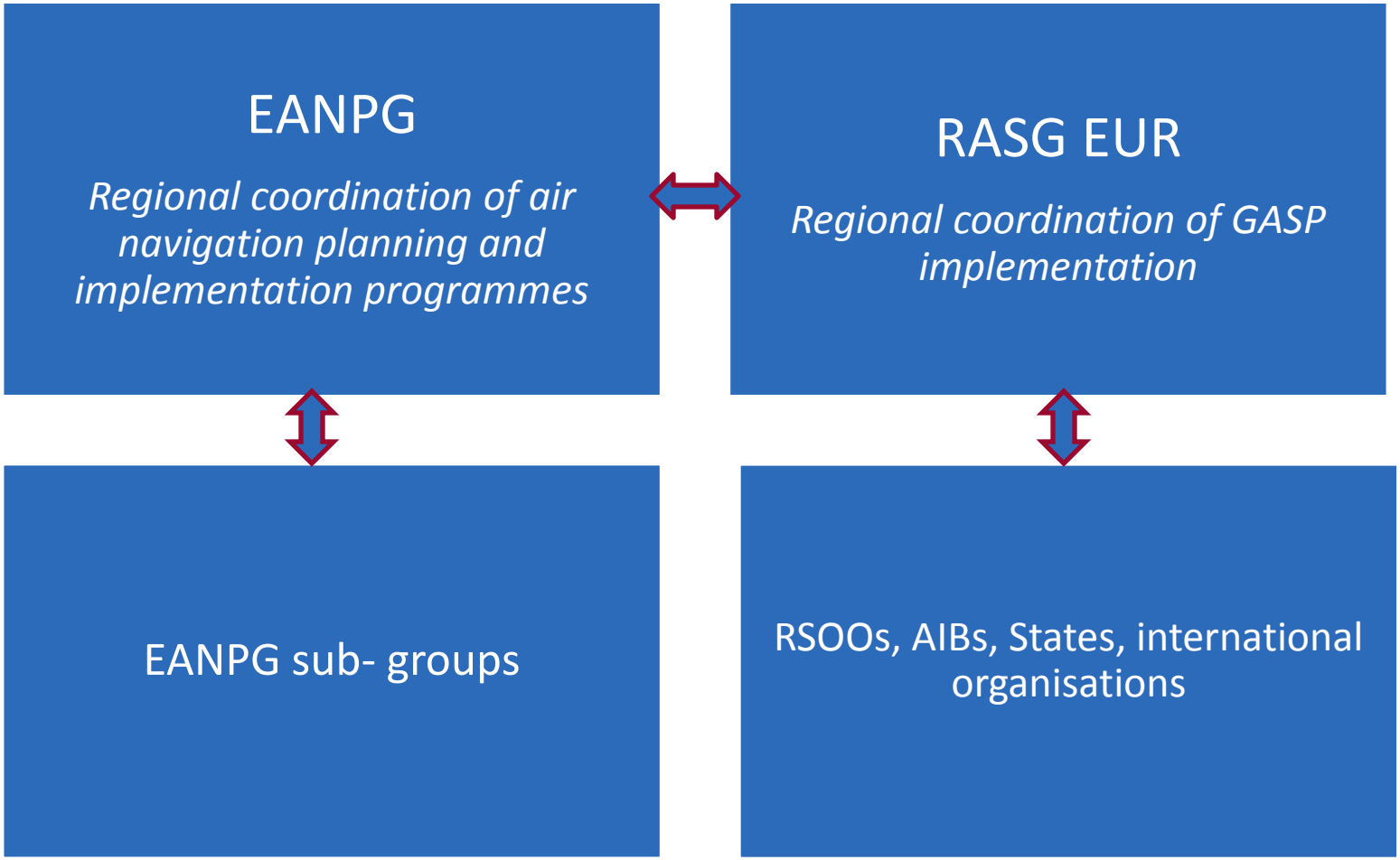
NAT SPG Roadblocks

- Limited (lack of) resources (States, Organisations and ICAO Regional Offices);
- Lack of harmonization with adjacent regions regarding equipment requirements;
- Working arrangements/ processes and timescales;
- Conflicting priorities and horizons (tomorrow versus 2025, SESAR vs NextGen, one Region's priorities vs another Region's).

NAT SPG Expectations

- ASBUs deliver a framework on which to focus work and prioritise tasks
- By 2025:
  - COM – migration from HF to SATCOM data and voice;
  - NAV – all flights certified RNP4 or better;
  - SUR – mix of ADS-C, ADS-B and radar;
  - ATM - Separation: use of ADS and radar, coupled with DCPC communication separation minima to as low as 5NM; self-separation between appropriately-equipped aircraft;
  - ATM – Integration of oceanic and domestic ATC;
  - MET - Standard forecast weather model shared by all parties

ICAO EUR regional structure
System approach - keep



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