



WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORT OF THE FIFTY SECOND MEETING OF THE NORTH
ATLANTIC SYSTEMS PLANNING GROUP (NATSPG/52)
(Item 20322)**

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

SUMMARY
The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the report of the NATSPG/52 Meeting. Action by the Air Navigation Commission is in paragraph 3.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
Related ANB Sections, Paris and NACC Regional Offices
REFERENCES
* NATSPG/52 Report NATSPG/52 Report Summary This working paper relates to the strategic objectives for safety and air navigation capacity and efficiency.
*Principal references

1. INTRODUCTION

1.1 The Air Navigation Commission referred the report of the fifty second meeting of the North Atlantic Systems Planning Group, held in Paris from 27 to 30 June 2016, to its working group of the Whole for Strategic Review and Planning (WG/SRP) for review. The NATSPG/52 meeting was attended by 29 participants from 9 States and 3 international organisations.

1.2 The WG/SRP reviewed the report on 23 November 2016. The meeting was also attended via remote videoconference from Iceland by the Chairman of the NAT/SPG. The EURNAT regional office did not join the meeting.

1.3 The NATSPG/51 report contains 2 conclusions, none of which are aimed at ICAO HQ or the ANC. The conclusions touched upon during the WG/SRP are listed in the Appendix. All follow up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

2.1 The Chair of the NAT/SPG reminded the WG/SRP that the NAT SPG serves as the PIRG and RASG for this area, and presented the main discussion items and outcomes. He highlighted that the first EUR/NAT VOLCEX exercise has been conducted, with good learning outcomes leading to the second edition of the Volcanic Ash Contingency Plan. The planned trial for Reduced Lateral Separation Minima (RLatSM) phase 2 has been postponed pending the development of contingency procedures in a reduced lateral separation environment and under certain meteorological conditions.

2.2 With regards to the PBCS datalink mandate (DLM) for aircraft operators and service providers by 29 March 2018, the Chair noted that the role of the datalink monitoring agency will need to be expanded and it will need to connect to relevant ANSPs, but the framework for the NAT DLM is maturing. However, some operators are seeking exemptions from the DLM on certain routes (Tango routes). The NAT/SPG noted the potential safety implications and directed the Safety Oversight Group and the Implementation Management Group to identify potential solutions to the operational issues raised.

2.3 The NAT/SPG will be engaging with adjacent ICAO Regions on the development and sharing of best practices as the NAT region develops the NAT Future Concept of Operations.

2.4 The WG/SRP noted the Safety KPI table in the report summary presentation and enquired about the possible reasons for the increase in losses of separation as reported in the Annual Safety Report. The NAT/SPG Chair responded that the underlying reasons had yet to be further investigated. Improved reporting could have contributed to the increase, but FIR boundary issues required more attention.

2.5 The WG/SRP sought the opinion of the NAT/SPG Chair on what areas could be improved in the SARPs, PANS, or other rules and procedures. He responded that from a European perspective, there was a specific rulemaking process in place, but that ICAO rules applied over the High Seas. The NAT therefore attempts to work with US and European rules within the ICAO context and to adopt best practices from both regions. He considered that Regional Supplementary Procedures as contained in Doc 7030 could signal useful improvements to global rules, remarking that implementation usually works from the regions to the global perspective as opposed to the other way around.

2.6 Responding to a question regarding calls for guidance material on Oceanic Trials, the NAT/SPG Chair remarked that performance success criteria would be important, but that global specifications for operational trials could have a detrimental effect on future trials.

2.7 The WG/SRP noted that the VOLCEX documentation could be very useful to other States and was advised that it was available on the ICAO portal.

2.8 The WG/SRP thanked the Chair of the NAT SPG for his participation in the meeting, noting that the meaningful exchange had enhanced the ANC's understanding of the challenges of the NAT region and how the ANC could assist.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to note the NATSPG/52 Report and the report of the ANC WG/SRP thereon, as contained in this paper.

APPENDIX: CONCLUSIONS DISCUSSED IN THE WG/SRP MEETING

No.	Title of Conclusion	SRP Recommendation to ANC
Conclusion 52/01	Transition to Phase 2 of the NAT Implementation Plan for the trial application of RLatSM	See paragraph 2.1
Conclusion 52/05	Amendments to NAT DLM Phase 2 policy and guidance for State AIP/AIC publications	See paragraph 2.2
Conclusion 52/06	NAT DLM and the impact on the “Tango route” Operations	See paragraph 2.2
Conclusion 52/07	Review of current oceanic contingency procedures in a reduce lateral separation environment and under certain meteorological conditions	See paragraph 2.1
Conclusion 52/08	NAT 2015 Annual Safety Report (ASR)	See paragraph 2.4
Conclusion 52/14	Approval of the EUR/NAT VACP	See paragraph 2.7
Conclusion 52/17	Coordination with ICAO Regions Adjacent to NAT Region on the NAT Concept of Operations	See paragraph 2.3
Conclusion 52/19	PBCS Operator Requirements in the NAT Region	See paragraph 2.2