



SAFE SKIES.  
**SUSTAINABLE  
FUTURE.**



# Summary Report on the NAT SPG/60 Meeting

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Ms. Hlin Holm

Chair of the NAT SPG

# Introduction



25 to 28 June  
2024

36 participants from

## MEMBERS

Canada  
Denmark  
France  
Iceland  
Ireland  
Norway  
Portugal

United Kingdom  
United States

## OBSERVERS

Spain  
EUROCONTROL  
IATA  
IFALPA  
IFATCA  
ICCAIA

## Main outcomes

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01

Endorsement of the 2023 NAT Safety Report

02

Operational guidance material on Commercial Space Operations (CSO)

03

NAT Oceanic Clearance Removal (OCR)

04

Updated NAT Documents

05

Deletion of NAT Blue Spruce routes

06

Data collection for aircraft operating between FL410 and FL470

07

Updated NAT Traffic Forecast 2024-28

# Aviation Safety and Air Navigation in NAT

**NAT SPG  
Services**

**NAT SPG**  
North Atlantic Systems Planning Group

**Regional monitoring:  
CMA  
ASBU implementation report  
Annual Safety Report  
NAT DLMA**

**NAT DLMA**

**NAT CMA**

**NAT DMO**

**NAT SOG**  
Safety Oversight Group

**NAT IMG**  
Implementation  
Management Group

**NAT EFFG**  
Economic, Financial and  
Forecast Group

CMA Central Monitoring Agency  
DLMA Data Link Monitoring Agency  
DMO Document Management Office

Mathematicians WG

Technology & Interoperability  
Group

Scrutiny Group

Procedures & Operations  
Group

Trajectory based CRM

Oceanic Clearance  
Removal

Traffic forecast  
methodology review

Short term project teams  
Active at the NAT SPG/58  
time

ADT/LADR exercise

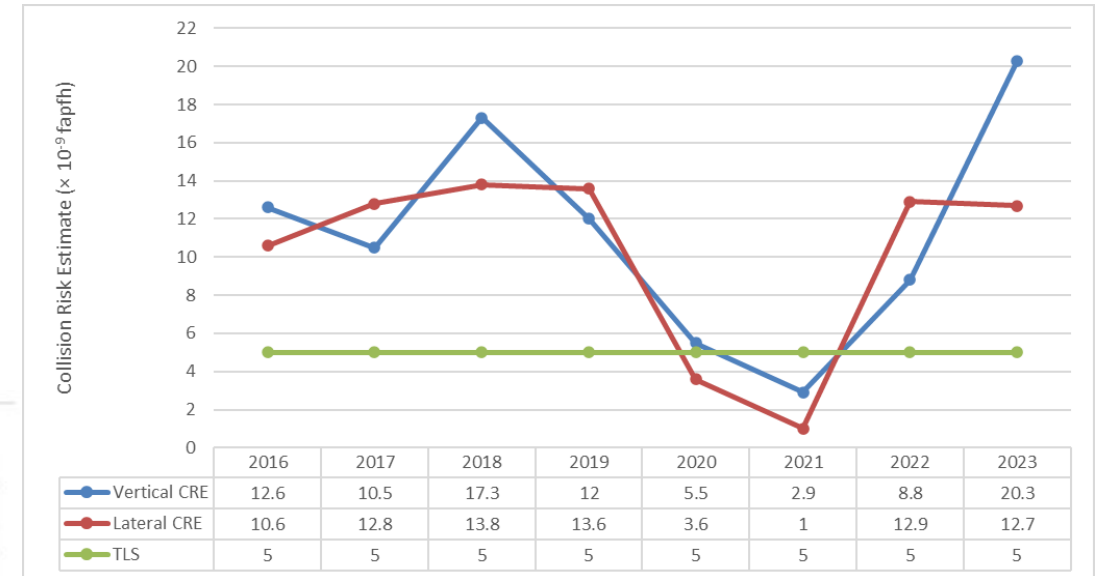
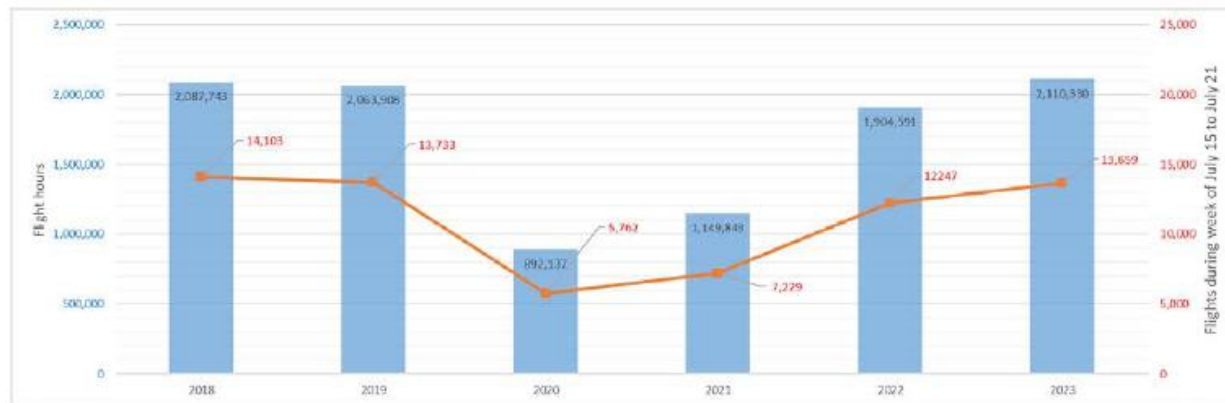
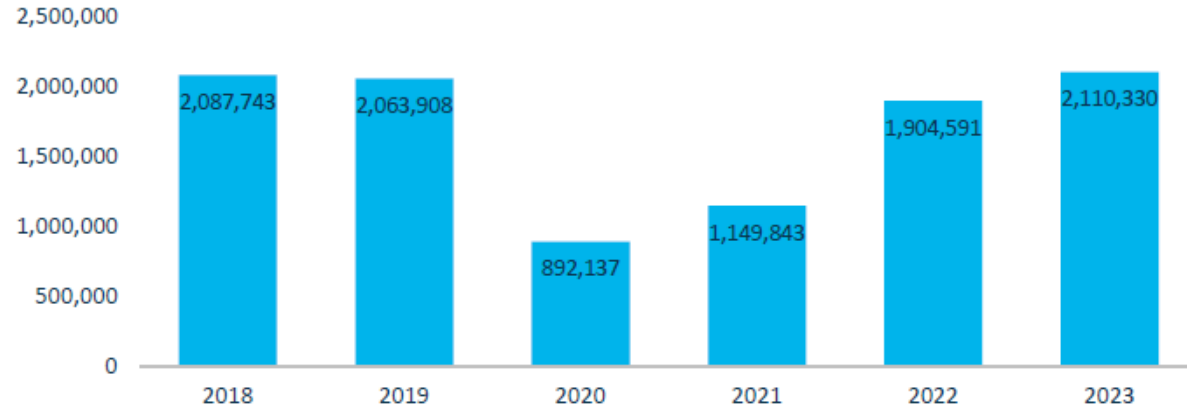
New Entrant Readiness

Common metrics



# NAT Annual Safety (ASR) Report 2023

NAT SPG Conclusion 60/11



# Safety Key Performance Indicators

Safety KPI		Target	Previous rolling three-year period of performance (2020-2021-2022)	2020 Performance	2021 Performance	2022 Performance	2023 Performance
NAT.SKI.01	Number of accidents	0	n/a	0	0	0	0
NAT.SPKI.02a	Number of LHD events divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	$4.8 \times 10^{-5}$	$4.71 \times 10^{-5}$	$4.61 \times 10^{-5}$	$5.09 \times 10^{-5}$	$4.50 \times 10^{-5}$
NAT.SKPI.02b	Overall time of LHDs at unprotected flight level divided by total duration of flights in minutes	Reduction over previous rolling three-year period of performance	$6.74 \times 10^{-7}$	$5.23 \times 10^{-7}$	$6.23 \times 10^{-7}$	$8.75 \times 10^{-7}$	$2.16 \times 10^{-6}$
NAT.SKPI.03a	Number of Lateral deviations divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	$5.50 \times 10^{-5}$	$6.39 \times 10^{-5}$	$4.87 \times 10^{-5}$	$5.25 \times 10^{-5}$	$8.67 \times 10^{-4}$
NAT.SKPI.03b	Overall time of lateral deviations on an unprotected profile divided by total duration of flights in minutes	Reduction over previous rolling three-year period of performance	$7.16 \times 10^{-7}$	$8.20 \times 10^{-7}$	$6.10 \times 10^{-7}$	$7.18 \times 10^{-7}$	$2.33 \times 10^{-6}$

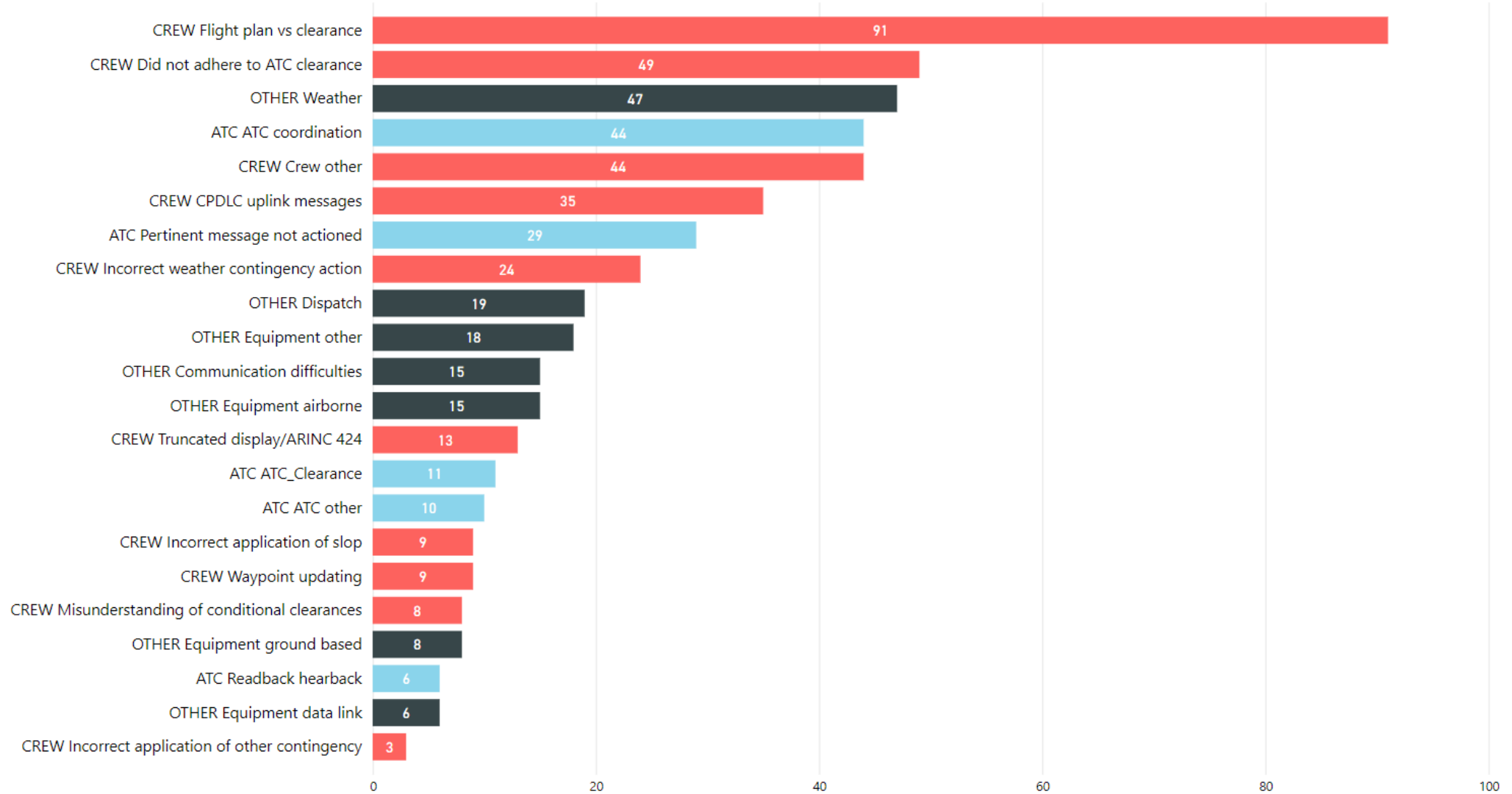
# Safety Key Performance Indicators

Safety KPI		Target	Previous rolling three-year period of performance (2020-2021-2022)	2020 Performance	2021 Performance	2022 Performance	2023 Performance
NAT.SKPI.04	Number of losses of separation events divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	$7.27 \times 10^{-6}$	$5.60 \times 10^{-6}$	$5.22 \times 10^{-6}$	$1.10 \times 10^{-5}$	$1.47 \times 10^{-5}$
NAT.SKPI.05a	Number of coordination errors divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	$1.91 \times 10^{-5}$	$2.91 \times 10^{-5}$	$1.83 \times 10^{-5}$	$9.98 \times 10^{-6}$	$1.61 \times 10^{-5}$
NAT.SKPI.05b	Overall time of coordination errors spent at unprotected profile divided by total duration of flights in minutes	Reduction over previous rolling three-year period of performance	$1.04 \times 10^{-6}$	$2.80 \times 10^{-6}$	$3.00 \times 10^{-7}$	$2.63 \times 10^{-8}$	$1.37 \times 10^{-6}$
NAT.SKPI.06a	Collision Risk Estimate (CRE) in the vertical dimension	$5 \times 10^{-9}$ fapfh	n/a	$5.50 \times 10^{-9}$	$2.90 \times 10^{-9}$	$8.80 \times 10^{-9}$	$20.3 \times 10^{-9}$
NAT.SKPI.06b	Collision Risk Estimate (CRE) in the lateral dimension	$5 \times 10^{-9}$ fapfh	n/a	$3.60 \times 10^{-9}$	$1.00 \times 10^{-9}$	$12.9 \times 10^{-9}$	$12.7 \times 10^{-9}$
NAT.SKPI.07	Regional Effective Implementation (EI) score in ANS for NAT provider States	-Maintain 85% or above until 2026 -Reach 95% by 2030	n/a	n/a	89.21%	88.58%	85.15%



# Top contributors to errors in the NAT

● CREW ● OTHER ● ATC



# Commercial Space Operations

NAT SPG Conclusion 60/9 – NAT Operational Guidance Material for Commercial Space Operations (CSO) (NAT Doc 013)

That, the:

- a) ICAO Regional Director, Europe and North Atlantic, take appropriate action to publish the NAT Operational Guidance Material for Commercial Space Operations (CSO) in Appendix G as NAT Doc 013; and
- b) NAT New Entrant Readiness Project Team (NER PT) be disbanded.

# NAT OCR Implementation

NAT SPG Conclusion 60/6 – Update NAT Doc 007 (v2024) and NAT OCR NRSC

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to publish the NAT SPG endorsed amendment to the North Atlantic Operations and Airspace Manual (NAT Doc 007 (v2024)) and Oceanic Clearance Removal (OCR) NAT Regional Safety Case (OCR NRSC) as provided in Appendix E and Appendix F.

# Review of NAT Region NDBs and Blue Spruce routes

NAT SPG Conclusion 60/8 – NAT Blue Spruce routes deletion

That, the:

- a) NAT Blue Spruce routes be deleted with effect from AIRAC 20 March 2025; and
- b) NAT Blue Spruce Routes Project Team (BSR PT) be disbanded.

# Flight Level usage Above FL410

NAT SPG Conclusion 60/7 – Data collection for aircraft operating between FL410 and FL470

That, the:

- a) NAT Central Monitoring Agency (NAT CMA) be invited to collect and validate height monitoring performance data from aircraft that are operating between FL410 and to FL470 (inclusive);
- b) results of the data collection and validation for the first six months be submitted to the NAT Implementation Management Group (NAT IMG), NAT Safety Oversight Group (NAT SOG) and Regional Monitoring Agencies Coordination Group (RMACG) for further direction; and
- c) NAT IMG and NAT SOG Chairs agree by correspondence on the validity of the data and ensure that the results be sent to the ICAO Separation and Airspace Safety Panel (SASP).

## NAT SPG Conclusion 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.

# NAT Traffic Forecast (2024-2028)

NAT SPG Conclusion 60/12 – Approval of the NAT Traffic Forecast (2024-2028)

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to publish the NAT traffic forecast for the period 2024-2028 as provided in Appendix I.

# Access to NAT Documentation on the ICAO Secure Portal and public website

NAT SPG Conclusion 60/17 – Access to the NAT documentation on the ICAO secure portal and public website

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to ensure that annual reviews of subscriptions to the NAT groups on the ICAO secure portal are conducted.



# NAT Documentation Updates

NAT SPG Conclusion 60/1 – PfA to NAT Doc 004, version 1.6

NAT SPG Conclusion 60/2 – Annotation of outdated text in NAT SUPPs “Working Copy”

NAT SPG Conclusion 60/3 – PfA to NAT SUPPs Chapter 6, para 6.2.7

NAT SPG Conclusion 60/4 – PfAs to NAT Doc 006 Parts I, version 2.2, and II, version 2.2.0

NAT SPG Conclusion 60/5 – PfA to NAT Doc 008, version 1.13

NAT SPG Conclusion 60/13 – PfA to NAT eANP Volume III (Doc 9634)

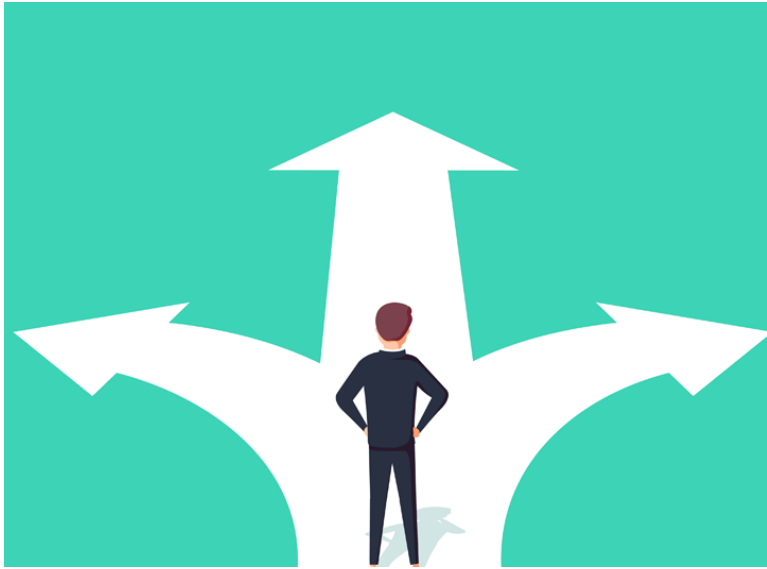
NAT SPG Conclusion 60/14 – PfA to the NAT SPG Handbook, NAT Doc 001

NAT SPG Conclusion 60/15 – PfA to NAT Doc 007, version 2025

NAT SPG Conclusion 60/16 – PfA to NAT Doc 008, version 1.14

## Planned NAT activities in 2024/25

- NAT Volcanic Ash Exercise VOLCEX24 in November 2024
- NAT ADT-LADR readiness (NAT DISTREX PT) Exercise in Q3/Q4 2024
- NAT Cybersecurity Workshop in Q2 2025 (NAT SPG Conclusion 58/5)
- NAT Space Weather Exercise in Q2 2025
- Review of NAT Regional Crisis Response Processes in accordance with ICAO EUR Doc 031
- .....



- Delays in processing of NAT SUPPs (Doc 7030) proposals for amendment.
- *Lack of a global framework for Commercial Space Operations (ie. Advisory material for regulators).*
- *Appropriateness of the Collision Risk Estimate given its sensitivity to the isolated events.*
- .....



## Any Questions?

The full meeting report, including all meeting conclusions, is available on the EUR/NAT website.



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Thank You!