

REPORT ICAO EUR/NAT Regional office

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SUMMARY

IFATCA representation in EASPG and NATSPG meetings, where major regional issues and decisions are made, importance of cooperation with IFALPA, and need to continue representation despite rising costs due location of meetings (Paris)

1. INTRODUCTION

- 1.1. This report covers the 3 meetings we are following held under the ICAO Paris Regional office, mainly EASPG (European Aviation Systems Planning Group) NATSPG (North Atlantic Systems Planning Group) and NATPOG (North Atlantic Procedures and Operations Group)
- 1.2. The 2 most important meetings in the Region are the EASPG and the NATSPG (both once a year) which we regularly attend since many years and are always held in Paris. The NATPOG we try to attend when we can find a local Rep as these meetings rotate from location to location and we depend on a local controller attending to limit budget costs.

2. DISCUSSION

- 2.1. **EASPG** covers 56 States (45 European and 11 peripheral) including Russia and Belarus, (which both unfortunately could not attend the last meetings due to EU sanctions) It deals with the day to day issues, like RVSM non-compliance, Consequences of conflict between States (Ukraine Russia, Black sea issues, Cyprus, etc..) and this is the place where non Eurocontrol and non-EU states can meet and discuss the Region issues.
- 2.2. The main issues in EASPG last year were: Cybersecurity, Commercial Space operations and creation new "Spaceports" in middle of Europe (Italy and UK). New digital flight plan (ICE), GNSS interferences, consequences, plans for the Harmonisation of transition altitude, RVSM issues such as no longer certified Russian aircraft flying in RVSM airspace.
- 2.3. **NATSPG** deals with issue specific to the North Atlantic, so mainly involving Ireland, UK, Iceland, Portugal, Norway France, Denmark (Greenland still) Canada and the USA. It is very specific, and the main issues covered in the last year were:

Oceanic Clearance removal. Studies to use airspace between 410 and 470, decommissioning NDB and old oceanic routes (Blue spruce routes), Effects of Commercial Space operations and GNSS interferences (effects of GPS jamming and spoofing).

- 2.4. Concerning the NATPOG subgroup, due to unforeseen Circumstances our planned Rep from Ireland could not attend in 2024, and budget restrictions prevents us to attend the next one.
- 2.5. **Costs:** ICAO Meetings in Paris are very expensive, not the travel, but Accommodation and per diem. It is becoming extremely difficult to find during the week a simple 2 stars business hotel for less that 200 USD as IFATCA rules specify. Meals in restaurants have also basically doubled in price since Covid, since Paris has become one, if not the, the most visited city by tourists. But ICAO EUR/NAT is where the immediate future is being discussed (planning for next Summer) final decisions are often made. Eurocontrol is executing the EU plans, but those plans are discussed in ICAO, and it is where all the EUR States make the final decisions.
- 2.6. IFATCA now pools its participation with IFALPA, we seat besides one another at the meetings, make often joint interventions which are now always regarded with respect. We also issue joint positions papers. We did 3 last years, on issues such as GNSS interference, Timely Issuance of Accident reports, and Activists disrupting operations at airports. In some of them we are joined by others, like IATA, The Flight Safety Foundation (FSF) etc. More such joint positions papers will come in the future.

3. CONCLUSION

- 3.1. Representation in ICAO EUR/NAT is doing well and definitively worth continuing. Having joint positions with IFALPA when we can and supporting one another during the meetings is the right way to go and increase IFATCA credibility and visibility, A reputation that helps us when our FATCA reps are discussing other issues in other fora.
- 3.2. This paper is for information.

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