

Twenty-First Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/21)

(Montreal, Canada, 17-20 May 2016)

Agenda Item 8: Communications, Navigation, Surveillance (CNS) and Air Traffic Management (ATM) Issues

Naviair

(Presented by Denmark)

SUMMARY

This paper presents information in regard to the inclusion of Naviair in the Cross Polar Working Group.

1 Introduction

1.1. The Cross Polar Working Group is an important enabler in developing the Polar region to support safe and efficient Air Travel. The group brings together all Air Navigation Service Providers in the region in order to draw on their expertise and coordination in order to develop Communication/Navigation/Surveillance (CNS) infrastructure and Air Traffic Services(ATS) provision to meet this goal.

1.2. The regulation of and service delivery in the Airspace belonging to Greenland (Sønderstrøm FIR) is per the Home Rule Act of Greenland delegated to Denmark. Denmark has subdelegated the delivery of ATS in the FIR above FL 195 to Canada and Iceland.

1.3 Denmark is responsible for the delivery of CNS and Meteorological services for the entire FIR and Flight Information Services in The FIR below FL 195. The delivery of CNS and ATS is performed by the national Air Navigation Service Provider of Denmark, Naviair. Meteorological services are delivered by The Danish Meteorological Institute.

2 Discussion

2.1. Denmark is responsible for the Air Navigation Service delivery in the entire Sønderstrøm FIR. The responsibility for partial ATS service delivery in the Sønderstrøm FIR is per state agreements delegated as follows:

- Air Traffic Services north of 63.30 latitude above FL 195 is the responsibility of **Iceland**
- Air Traffic Services south of 63.30 latitude above FL 195 is the responsibility of **Canada**

2.2 In accordance with the agreement between ICAO and Denmark on the Joint Financing of Certain Air Navigation Services in Greenland Naviair is responsible for the establishment and maintenance of the CNS infrastructure and ATS in Sønderstrøm FIR below FL 195.

2.3 With the described portfolio of responsibilities in the region it is the opinion of the State of Denmark that the inclusion of Naviair to the Cross Polar Working Group will benefit Denmark and assist

the Group in meeting the goals of enabling safe and cost efficient Air Traffic movements. The participation in the CPWG is important to Naviair as an enabler in the planning of near and long term developments in the region and offers the possibility to ensure cost efficient deployment of CNS technologies, i.e. new developments in Communication and Surveillance capabilities for which Naviair is responsible for deploying based on operational needs.

2.4 Naviair is an active participant to the governing forums related to governance and development of the ATM infrastructure in the North Atlantic which is established by ICAO under the North Atlantic (NAT) structure. Naviair will therefore be in a position to add to the qualifying debates and decisions regarding a coherent ATM development in the Arctic region.

3 Recommendation

3.1. The Meeting is invited to note the information provided in this paper as guidance to the decision on accepting Naviair as a member of the CPWG.