



**SAT/10- WP / 04**  
15 November 2001

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**WESTERN AND CENTRAL AFRICAN OFFICE, DAKAR**

**TENTH MEETING FOR THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE  
SOUTH ATLANTIC (SAT/10)**

**(Dakar, Sénégal, 10 - 13 December 2001)**

(Note presented by South Africa)

Agenda Item 4 : Review of the reports of the SAT/9 Task Force meetings.

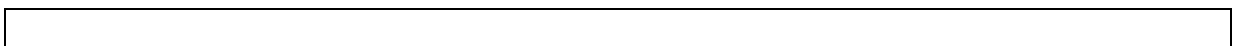
**SUMMARY**

Report of the Rapporteur to the Task Force  
established by the SAT 9 meeting for the  
homogenous area AR2/HA8

**1. Introduction**

- 1.1 This Task force was established by the SAT 9 meeting in terms of conclusion 7/3 in order to develop concepts which were introduced to the SAT 9 meeting and bring the proposals to fruition by the successful implementation of the items reflected in the working program for this Task force, which are:
- 1.2
  - a) To plan for the implementation of a random routing area in the Atlantic Ocean  
interface between AFI SAM and NAT regions.
  - b) Consider the implementation/creation of additional ATS route (wherever applicable).
  - c) Lay down the necessary frame work for a reduction of separation minima.
  - d) Consider the provision of air traffic control service.
  - e) Consider the use of the ADS/CPDLC functionality of FANS1/A equipped aircraft.
  - f) Consider the introduction of RNP in accordance with the AFI and CAR/SAM  
CNS/ATM implementation plans.
  - g) Consider improvements in communication services.
- 1.3 Consider the feasibility of inter connections between VSAT network (SADC VSAT, ASECNA VSAT, CAFSAT, REDDIG and other networks).

- 1.4 Explore ways and means of taking appropriate measures for the elimination of shortcomings and deficiencies in the area, including communications problems and propose urgent remedial actions.
2. **General**
- 2.1 The conclusion also reflects that the ICAO Regional Offices concerned would be co-ordinating the location for this Task force meeting to be held.
- 2.2 Despite extensive correspondence between the rapporteur and the ICAO LIMA office, regarding the convening of the required meeting, the Task force has not met as required by SAT 9.
- 2.3 The reasons advanced for the failure to convene, is logistical problems being experienced by the South American countries involved in the form of budgetary restraints according to information received. South Africa had offered a venue free of charge for the holding of this meeting but this offer could not be reacted to. A further suggestion was made to ICAO LIMA to convene an electronic conference using the Internet, e-mail and telephonic conferencing. This also failed to produce the required results as it would require co-ordinate via the ICAO offices. Unfortunately the ICAO LIMA office has, according to information received been affected by computer viruses, which has impacted on that offices ability to convene the electronic forum.
- 2.4 In order to meet the expectations of the SAT 9 meeting which required that an initial report will be submitted to the SAT10, it is anticipated that the Task force, in the form of those states and organisations which are named as Task force members and which are represented at SAT10, will meet during the course of the SAT 10, in order to initiate the work programme.
- 2.5 The following working papers are being submitted via the SAT meeting, for consideration within the frame work of the Task force.
- a) Implementation of a random routing area in the South Atlantic Ocean.
  - b) Implementation of ATS routes
  - c) The co-ordination of ADS/CPDLC service provision within the AFI, SAM and NAT regions.
- 2.6 Although the submission of two working papers, which appear to contradict each other, may raise question, please bear in mind that the implementation of a random routing area will take some time to implement, while the need for air routes ensuring safety in the interim, is of an immediate requirement. To this end the implementation of routes between Cape Town/Johannesburg and Atlanta, together with routes between Antigua and Ascension Island, which will allow for safe transit of the EUR/SAM corridor are essential. Much work has already been done on the development of these routes by the initiators of the proposal and it will be required of this meeting to approve the implementation of these routes, to be used until such time as a defined Random routing area is established.



- 2.7 The working paper on the implementation of a random routing area in the Atlantic Ocean, which reflects the requirement of the AFI CNS/ATM plan (Doc.003) calls for the planned implementation of a Random routing area, which is envisaged to cover the ocean up to the Southern boundary of the EUR/SAM corridor. This will allow operators greater flexibility in their operations, once clear of the EUR/SAM corridor. Should the implementation of the complete area not be feasible, then consideration should be given to implementing the area in smaller segments. At the same time consideration should be given to the capability of service providers to provide a Surveillance service within the proposed area.
- 2.8 The working paper on the co-ordination of ADS/CPDLC service provision within the South Atlantic reflects the current situation in the AR10(Indian Ocean) area. In August of this year, States concerned with AR10 and those States which border on the defined area met in Johannesburg, South Africa in order to harmonise ADS/CPDLC operation under the auspices of the Indian Ocean informal co-ordination group. The workings of the group revolved around the implementation of the Indian Ocean Operators Manual (IOOM) which standardises ADS/CPDLC procedures between the various ADS/CPDLC service providers and users within the area.
- 2.9 The implementation of such an informal co-ordination group within the AR2 would be of benefit to operators and service providers, as it will eliminate shortcomings, such as those experienced with communication.

### 3. **Actions required**

- 3.1 The meeting is requested to:
- 3.2 Accept this report, taking into account the difficulties surrounding the attempt to convene the meeting of the Task force.
- 3.3 Note the proposed working papers, which will form the basis for discussion within the Task Force meeting.

