



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**TWELFTH MEETING ON THE IMPROVEMENT OF THE AIR TRAFFIC SERVICES IN THE SOUTH ATLANTIC**  
**(Sal, Cape Verde, 15 – 17 December 2004)**

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**Agenda Item 1: Follow up on Conclusions from SAT/11 Meeting.**

(Presented by the Secretariat)

**Summary**

This working paper presents the status of implementation of Conclusions and Decisions emanating from the SAT/11 Meeting which was held in Johannesburg, South Africa, from 17 to 21 February 2003.

**1. Introduction**

1.1 This Working Paper presents the Conclusions and Decisions adopted by the SAT/11 Meeting held in Johannesburg, South Africa, from 17 to 21 February 2003, and actions taken thereon by SAT Members and the Secretariat..

**2. Action by the meeting**

2.1 The Meeting is invited to review and comment on the implementation status of SAT/11 Conclusions and Decisions as shown in **Appendix A** to this working paper.

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<b>Status of Conclusions and Decisions related to SAT 11 Meeting</b>		
<b>Conclusions and Decisions</b>	<b>Implementation status</b>	<b>Remarks</b>
<p><b>Conclusion 11/1: Status reports on missing flight plans in SAT area</b></p> <p>That, monthly status reports on missing plans be established by SAT participating ACCs. Such reports on missing flight plans to be circulated to SAT members and submitted to SAT Task Force for further action, should include the following elements for each flight involved: date, time, aircraft type, flight number, point of departure, destination, as listed in <b>Appendix A to the Report</b>.</p>		SAT ACCs to report.
<p><b>Conclusion 11/2: Need for further investigations</b></p> <p>That EUR/SAM ACCs:</p> <p>a) undertake further investigations on the lack of flight plans, including individual cases, with emphasis on the aeronautical fixed telecommunication network (AFTN) links, switching centres, routing directory and transit time statistics as defined in ICAO Doc 8259; and</p> <p>b) report their findings to the SAT Task Force for remedial actions.</p>		To be considered under Agenda Item 4.
<p><b>Conclusion 11/3: Implementation of repetitive flight plans (RPLs)</b></p> <p>That EUR/SAM ACCs investigate ways to implement harmonized repetitive flight plans (RPLs) procedures in accordance with ICAO provisions.</p>	Not implemented.	
<p><b>Conclusion 11/4: Aeronautical Information Circular (AIC) on SATMA new reporting format</b></p> <p>That the States in EUR/SAM Corridor publish an aeronautical information circular (AIC) on SATMA new reporting format to be sent to them and made available on SATMA website (<a href="http://www.satmasat.aena.es">www.satmasat.aena.es</a>).</p>	Not implemented.	
<p><b>Conclusion 11/5: Participation in the monitoring process</b></p> <p>That in order for the monitoring process to be efficient and reliable:</p> <p>a) all EUR/SAM ACCs endeavour to follow data collection procedures by forwarding relevant and precise data to SATMA, the monitoring agency using the adequate reporting format and taking due account of agreed reporting dates; and</p> <p>b) all airline operators be fully involved and actively participate in the reporting process.</p>	In progress.	SATMA and SAT ACCs to report.  SAT ACCs and IATA to report.

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<p><b>Conclusion 11/6: Harmonization of RVSM and RNP monitoring policies</b></p> <p>That:</p> <p>a) SATMA's handbook be reviewed so as to reflect the global guidance material developed by ICAO Separation and airspace safety panel (SASP) when finalized;</p> <p>b) The RVSM monitoring duties and responsibilities defined by SASP be adopted for SATMA; and</p> <p>c) SATMA RNP monitoring duties and responsibilities be harmonized with those defined for the other monitoring agencies.</p>		<p>SATMA to report.</p> <p>SATMA to report.</p> <p>SATMA to report.</p>
<p><b>Conclusion 11/7: Need for a cost recovery mechanism to support SATMA</b></p> <p>That SATMA RVSM and RNP monitoring duties and responsibilities be supported by a relevant and appropriate cost recovery mechanism.</p>	Not implemented.	Secretariat and SATMA to report.
<p><b>Conclusion 11/8: RVSM exemptions in the EUR/SAM Corridor</b></p> <p>That:</p> <p>a) Those States in agreement to establish the exemption procedures for civil aircraft do so on a case by case basis, as an interim measure; and</p> <p>b) The exemption procedures be considered by the SAT Task Force in view of a possible uniform application in the EUR/SAM Corridor.</p>		To be considered under Agenda Item 2.
<p><b>Decision 11/9: Establishment of a Study Group on the implementation of random RNAV routing in AR1/AH2 and AR2/AH8.</b></p> <p>That :</p> <p>a) A Study Group be established with the mandate of carrying out the necessary work to achieve a smooth implementation of random RNAV routing in AR1/AH2 and AR2/AH8; and</p> <p>b) The terms of reference, work programme and composition of the Study Group be as proposed in Appendix C to this Report.</p>	<p>Implemented.</p> <p>Implemented.</p>	

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<p><b>Conclusion 11/10: Implementation of random RNAV routing in AR1/AH2 and AR2/AH8</b></p> <p>That:</p> <p>a) Random RNAV routing be implemented in the EUR/SAM Corridor (AR1/AH2) and AFI/NAT/SAM Interface (AR2/AH8) at AIRAC date of November 2005;</p> <p>b) SAT services providers take all necessary measures to implement the required systems sufficiently in time to support random RNAV operations, including ADS and CPDLC capabilities; and</p> <p>c) IATA's assistance be requested to keep the SAT Group informed of its associate airlines aircraft equipage status with respect to ADS and CPDLC functionalities, as additional requirements which would increase the benefits.</p>	<p>Studies in progress.</p>	<p>SAT ACCs to report.</p> <p>IATA to report.</p>
<p><b>Conclusion 11/11: Implementation of ATS UL375, UL435 and UL695</b></p> <p>That ACCs concerned should publish the ATS Routes UL 375 (Atlanta/Capetown), UL 435 (Atlanta/Johannesburg) and UL 695 (Antigua/Ascension Island) entry/exit points in the EUR/SAM Corridor, including the ATS route intersection points with the same designators and the same aeronautical coordinates, at a coordinated AIRAC date as soon as the amendment proposal SAM 03/1-ATM/AIS is approved by the ICAO Council.</p>	<p>Implemented.</p>	
<p><b>Conclusion 11/12: Integration/Interoperability of VSAT networks</b></p> <p>That :</p> <p>a) the consolidation of aeronautical telecommunication services on a common satellite space segment should be the objective in order to achieve a full integration of existing/planned VSAT networks (AFISNET, CAFSAT, REDDIG, SADC, etc.) and facilitate their interoperability, thus forming a seamless and cost-effective network for the benefit of aviation stakeholders;</p> <p>b) as a matter of urgency, ICAO Regional Offices undertake the necessary coordination of the Regions concerned, for them to have the same level of information and for individual States to make their final position as for the opportunity offered by the INTELSAT Satellite IS10-02@359° East to be launched by November 2003, in accordance to their formal regional and national decision-making processes;</p> <p>c) a meeting be organized before the end of April 2003 between INTELSAT and States/Organizations managing VSAT networks, in order to examine all aspects of the migration to the INTELSAT Satellite IS10-02@359° East; and</p> <p>d) the Secretariat should channel the outcome of the meeting referred to in c) hereabove to the respective regional planning mechanisms as soon as possible.</p>	<p>APIRG Conclusion 14/12 implemented for AFISNET Network only.</p> <p>Regional Planning Meeting on VSAT Networks Integration (Johannesburg, 31/03-01/04/2004)</p>	<p>ASECNA States, Ghana, Mauritius, Nigeria, South Africa, Roberts FIR States, France (La Reunion and Mayotte Islands).</p>

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<p><b>Conclusion 11/13: Use of AFISNET and CAFSAT networks to support GNSS</b></p> <p>That, when applicable, AFISNET and CAFSAT networks be used to support the introduction of GNSS applications in the EUR/SAM Corridor</p>	Implemented by ASECNA and Spain.	EGNOS Test Bed.
<p><b>Conclusion 11/14: Extension of VHF radio coverage Dakar Oceanic FIR</b></p> <p>That Senegal explore all diplomatic avenues, including high level missions to Cape Verde in the second quarter of 2003 in order to finalize the institutional arrangements for the implementation of Dakar remote VHF station in Santiago Island (Cape Verde) as soon as possible.</p>	In progress.	To be considered under Agenda Item 4.
<p><b>Conclusion 11/15: Communications surveys and ATS incidents reporting in the South Atlantic</b></p> <p>That ACCs and users be encouraged to promote aeronautical mobile communications surveys in the South Atlantic, on a regular basis, as well as the appropriate reporting of ATS incidents with appropriate details for their analysis.</p>	In progress.	SAT ACCs and IATA to report.
<p><b>Decision 11/16: Guidance material for ADS/CPDL programmes</b></p> <p>That the development of guidance material for the establishment of ADS/CPDL programmes be included in the Task Force and Technical Working Group work programmes in order to provide necessary assistance to States and to facilitate harmonization of ADS/CPDLC programmes in the SAT Region.</p>	Implemented.	
<p><b>Conclusion 11/17: Full implementation of RVSM in the SAT area (AR1/AH2 and AR2/AH8)</b></p> <p>That States take the appropriate measures to achieve full implementation of RVSM in the SAT area (AR1/AH2 and AR2/AH8) coincidentally with the CAR/SAM Region, in January 2005.</p>	Not implemented.	To be considered under Agenda Item 5.
<p><b>Conclusion 11/18: CNS/ATM systems evolution tables</b></p> <p>That the CNS/ATM systems evolution tables for AR1/AH2 and AR2/AH8 be amended to include full implementation of RVSM coincidentally with the CAR/SAM Region as per Appendix D to this Report.</p>	Implemented.	To be considered under Agenda Item 5.
<p><b>Conclusion 11/19: Amendments to AFI ANP and CNS/ATM implementation plan following the establishment of Atlantico FIR</b></p> <p>That the ATS/DS requirements in the AFI air navigation plan (Doc 7474) and the the list of EUR/SAM (AR1) FIRs in the CNS/ATM implementation plan (Doc 003) be amended following the establishment of Atlantico oceanic flight information region (FIR) managed by Brazil.</p>	Implemented.	APIRG/14.

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<b>Conclusions and Decisions</b>	<b>Implementation status</b>	<b>Remarks</b>
<b>Decision 11/20: Task Force future work programme</b> That the SAT Task Force future work programme should include the tasks listed in Appendix E to this Report.	Implemented.	
<b>Decision 11/21: Technical Working Group future work programme</b> That the SAT Technical Working Group future work programme should include the tasks listed Appendix F to this Report	Implemented.	

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