



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

**Fifteenth Meeting on the Improvement of Air Traffic Services over the
South Atlantic (SAT 15)
(Lisbon, Portugal, 19-21 May 2010)**

Agenda Item 1: Air traffic management (ATM)

1.1 Follow up of SAT/14 and SAT/14/TF/1 Conclusions pertaining to the ATM field

Agenda Item 2 Communications, navigation and surveillance (CNS)

2.1 Follow up of SAT/14 Conclusions pertaining to the CNS field

(Presented by the Secretariat)

SUMMARY

This paper presents the status of implementation of conclusions and discussions emanating from the **SAT/14 meeting** (Montevideo, Uruguay, 7 to 9 May 2008) and **SAT/14/TF/1 meeting** (Sal, Cape Verde 10-12 June 2009)

1. Introduction

- 1.1 The Working Paper presents the status of implementation of Conclusions and Decisions adopted by the SAT/14 Meeting held in Montevideo, Uruguay, from 7 to 9 May 2008, as well as those emanating from SAT/14/TF1 meeting held in Sal, Cape Verde, from 10 to 12 June 2009. Follow-up actions indicated in the tables have been established according to information available from the secretariat.

2. Action Required

- 2.1 The meeting is invited to:

- a) Review and up-date the implementation status of SAT/14 Conclusions and Decisions at Appendix A.
- b) Review and up-date the implementation status of SAT/14/TF1 Conclusions and Decisions at Appendix B
- c) Agree on any other follow-up action thereon.

Status of Conclusions and Decisions related to SAT/14 Meeting

Conclusions and Decisions	Implementation Status	Remarks
<p>Conclusion SAT 14/01: Suspension of selected ATS Routes within the AORRA airspace</p> <p>That concerned States publish by the AIRAC date of 3 July, 2008 a common AIP Supplement with effective date 25 September, 2008 to suspend those portions of the routes, shown at Appendix B to this part of the report, which are within the boundaries of the AORRA airspace.</p>	<p>Completed by Brazil and South Africa</p>	<p>Superseded by Conclusion SAT14TF1/07</p>
<p>Conclusion SAT 14/02: Implementation of phase 2 of AORRA airspace</p> <p>That States concerned:</p> <p>a) publish by the AIRAC date of 23 October, 2008 a common AIP Supplement for implementing the phase 2 of AORRA airspace by 18 December, 2008; and</p> <p>b) implement AORRA phases 3 and 4 by 17 December 2009.</p>	<p>AORRA Phase 2 implemented on the 9th of April 2009</p>	<p>Superseded by Conclusion SAT14TF1/05</p> <p>With regard to the implementation AORRA phase 3 and 4</p>
<p>Conclusion SAT 14/03: New safety assessment in the EUR/SAM Corridor</p> <p>That:</p> <p>a) in order to perform a new safety assessment the States concerned in the EUR/SAM corridor provide to SATMA the data traffic information from 5 July 2007 to 31 July, 2008 of the traffic operating outside Canarias FIR; and</p> <p>b) SATMA present the results of the safety analysis to the SAT 14/TF/1.</p>	<p>completed</p>	<p>Results considered under Agenda item 5 of SAT14/TF/1</p>
<p>Decision SAT 14/04: Cost-benefit analysis in terms of fuel and CO2 emissions reductions</p> <p>That SATMA, in close coordination with IATA and air carriers, periodically perform a cost-benefit analysis in terms of fuel and CO2 emissions reductions to be presented in SAT meetings.</p>	<p>On going. SATMA to provide report to SAT 15</p>	
<p>Conclusion SAT 14/05: Contingency Plan for the EUR SAM Corridor</p> <p>That:</p> <p>a) States concerned publish by AIRAC date 31 July 2008 an AIC with the contingency procedures shown at Appendix G to this part of the Report, to be effective on 25 September 2008;</p> <p>b) States concerned make the appropriate arrangement before 25 September, 2008 in order to include the contingency procedures approved as an Appendix to the Letters of Agreement;</p> <p>c) Brazil make the necessary arrangements to harmonize its</p>	<p>Not implemented. Considered under Agenda item 6 of SAT14/TF/1</p>	<p>Superseded by Conclusion SAT14TF1/12</p>

<p>contingency plan with the contingency procedures shown in Appendix C to this part of the report with regard to the EUR/SAM corridor within Atlantico FIR; and</p> <p>d) Cape Verde coordinate the drafting of NOTAM and AIC models, as well as the list of focal points within the ACCs concerned.</p>		
<p>Conclusion SAT 14/06: Implementation of ATS/ADS circuit for Luanda/Atlantico</p> <p>States concerned take the appropriate actions to implement the ATS/DS circuit for Luanda/Atlantico with effective date of May 2009.</p>	<p>Still valid. Action to be completed.</p>	
<p>Conclusion SAT 14/07: Las Palmas/Nouakchott, and LasPalmas/Nouadhibou ATS/DS</p> <p>That ICAO removes from the ICAO list of deficiencies in AFI Region links Las Palmas/Nouakchott, and Las Palmas/Nouadhibou ATS/DS as requirements have been met through the collaboration between ASECNA and Spain.</p>	<p>Completed.</p>	
<p>Conclusion SAT 14/08: ATS Voice Numbering Plans for AFI Region</p> <p>That ICAO take the necessary steps to include in the appropriate working group the need to study the implementation of ATS Voice Numbering Plans for AFI Region, as defined by the recommendation contained within the ICAO Manual on ATS Ground-Ground Voice Switching and Signalling (Doc 9804,Chapter 2 Section 2.3).</p>	<p>Still valid. To be considered by SAT 15</p>	
<p>Conclusion SAT 14/09: Trials for extension of ATS-N5 Voice Switching protocol</p> <p>Encourage SAT States to participate in the trials for extension of ATS-N5 Voice Switching protocol following the successful implementation of ATS-N5 (via CAFSAT) between Cape Verde and Las Palmas</p>	<p>Still valid. To be considered by SAT 15</p>	
<p>Decision SAT 14/10: New Task for the SAT/CNS Working Group</p> <p>That Task N°8 be added to SAT/CNS Working Group Terms of Reference, as follows: Analyse all aspects related to the implementation of ATS-N5 protocol in the SAT area in accordance with ICAO guidance material contained in ICAO Annex 10 and Doc 9804.</p>	<p>Completed.</p>	
<p>Decision SAT 14/11: Reformulation of Task 7 of the SAT/CNS Working Group</p> <p>That Task N° 7 of SAT CNS Working Group Terms of Reference be reformulated, as follows:</p> <p><i>In coordination with ATM/WG, share relevant technical aspects of different ADS/CPDLC systems to be implemented by SAT States addressing issues regarding work methodology, procedures, data interchange, maintenance, etc.</i></p>	<p>Completed.</p>	
<p>Conclusion SAT/14-12: ADS Data Sharing</p>	<p>Still valid. To</p>	

<p>That States explore, the concept of ADS Data Sharing for the SAT Area, taking advantage of the potential of existing digital VSAT Networks in the area.</p>	<p>be considered by SAT 15</p>	
<p>Decision SAT/14-13: Creation of the Migration Plan Task Force</p> <p>That the Migration Plan Task Force be created to coordinate all aspects related to the migration of services from Satellite IS-801 that will be retired on October 2008. The terms of reference of this WG are presented in Appendix A to the report on Agenda Item 4.</p>	<p>Completed</p>	
<p>Conclusion SAT/14-14: Resources for the migration process to a new satellite</p> <p>That States take proper actions to ensure within the framework of the schedule, the availability of equipment, budget and resources, so the migration process may be achieved</p>	<p>Completed.</p>	
<p>Conclusion SAT/14-15: Trials for the interconnection of AMHS systems</p> <p>That SAT Members take the necessary actions to initiate trials for the interconnection of AMHS systems</p>	<p>Still valid. To be considered by SAT 15</p>	
<p>Conclusion SAT/14-16: SAT/FIT/3 Report</p> <p>The SAT/14 meeting approved the SAT/FIT/3 Report and its conclusions.</p>	<p>Completed.</p>	
<p>Conclusion SAT/14-17: Terms of reference, working programme and Composition of the SAT Group Auxiliary bodies</p> <p>That the term Terms of reference, working programme and Composition of the SAT ATM Working Group (ATM/WG), Study group on the implementation of the airspace structure in the EUR/SAM CORRIDOR (IAS/SG), CNS Working Group (CNS/WG), and Migration Plan Working Group, respectively, are shown in Appendix A to this part of the report.</p>	<p>ATM/WG and CNS/WG TORs are accepted. MP/WG is terminated.</p>	

Status of Conclusions and Decisions related to SAT/14TF/1 Meeting

Conclusions and Decisions	Implementation Status	Remarks
<p>Conclusion SAT14TF1/01 Establishment of a CAFSAT Management Committee That:</p> <ol style="list-style-type: none"> 1) a CAFSAT Management Committee be established based on the experience gained with AFISNET, NAFISAT and SADC VSAT networks; and 2) the CAFSAT Management Committee participate in the joint meetings recommended by Special AFI RAN 2008 under its Recommendation 6/19. 3) CAFSAT Management committee Terms of Reference to be reviewed by SAT 15 	On going	
<p>Conclusion SAT14TF1/02: Flight plan availability in the South Atlantic That:</p> <ol style="list-style-type: none"> 1) SAT ACCs concerned continue to take the appropriate measures including exchange, investigation on flight availability and coordinated survey to solve the problem of lack of flight plans; and 2) IATA and ANSPs to remind airlines of the need to ensure correct flight plan addressing 3) the AFI AFTN Routing Directory be amended to include Nouakchott/Las Palmas and Nouakchott/Casablanca circuits. 		
<p>Conclusion SAT14TF1/03 Commitment for ICAO New Flight PlanThat:</p> <ol style="list-style-type: none"> 1) Effective 15 November 2012, all SAT States: <ol style="list-style-type: none"> a. Accept and disseminate 'NEW' FPLs only; and b. Implement the new FPL system in order to assure a seamless and timely transition with no loss of service. If this cannot be agreed then it is preferable to set a minimum transition period; and 2) In the unlikely event that an ANSP does not implement, the concerned State shall notify the fact in part 1 of its AIP as a 'significant difference' to the PANS-ATM as described under Annex 15, 4.1.2-c, prior to November 15, 2012. 3) ICAO Regional Offices monitor the implementation of the ICAO 	On going	

New Flight Plan in the SAT Region		
<p>Conclusion SAT14TF1/04 Transition to the new ICAO flight plan</p> <p>That</p> <ol style="list-style-type: none"> 1. SAT States adopt the ICAO Special RAN AFI/08 Recommendation 6/5, requesting States to coordinate their transition to the new ICAO flight plan and follow the checklist in the Performance Framework Form in Appendix D to this report in order to ensure harmonization and orderliness in their transition to the new flight plan by 15 November 2012. 2. SAT ATM Working Group work programme be amended to include activities related to the transition to the ICAO New Flight Plan (see Appendix E) 	<p>On going</p> <p>completed</p>	<p>New flight plan PFF reviewed by ATS/AIS/SAR SG 11</p>
<p>Conclusion SAT14TF1/05 Implementation of AORRA Phases 3 and 4</p> <p>That</p> <ol style="list-style-type: none"> 1. Recognizing the significant benefits expected from the implementation of AORRA and accepting that the ARMA is at present developing the RVSM POSC which is considering current airspace configuration, the result of the POSC will be distributed to States concerned with AORRA for their review when conducting their own safety assessment as stipulated by the ICAO SMS. 2. States concerned with the implementation of phase 3 and 4 complete implementation no later than end April 2010 	<p>Pending AFI RVSM POSC finalization</p> <p>AORRA phase 3 2010 and 4 to be implemented in July</p>	
<p>Conclusion SAT14TF1/06</p> <p>Direct transitions to/from AORRA (Phase II) airspace</p> <p>That</p> <p>The ICAO Regional Offices facilitate coordination, publication and implementation by Angola, Ghana, Sao Tome and Principe, ASECNA and Roberts FIR the direct transitions to/from AORRA airspace proposed in Appendix F, subject to further amendments as necessary</p>	<p>On going</p>	<p>A side meeting will be held in fringe of SAT15 in this regard</p>
<p>Conclusion SAT14TF1/07 Suspension of fixed routes within the AORRA airspace</p> <p>That</p> <p>All States and ANSPs concerned suspend all fixed routes within the AORRA airspace in order to optimize the benefits expected from random routing operations in the South Atlantic at a common AIRAC</p>	<p>completed</p>	

cycle date. The date to be determined by States concerned in coordination with ICAO.		
<p>Decision SAT14TF1/01: SATMA Studies publication</p> <p>That</p> <p>SATMA will publish the content of the power-point presentations pertaining to:</p> <ul style="list-style-type: none"> • Air Traffic statistics of the EUR-SAM Corridor during 2008 (comparative 2007-2008) and Air Traffic evolution since 2004 • Analysis of the air traffic evolution in the EUR-SAM Corridor during the world economical crisis • “Double Unidirectionality” post-implementation collision risk assessment (EUR/SAM Corridor) <p>on the SATMA website by the end of June 2009</p>	completed	
<p>Conclusion SAT14TF1/08: LHD Monitoring</p> <p>That</p> <ol style="list-style-type: none"> a) The LHD focal point be identified and advised to SATMA by 1st July 2009 b) The LHD Monitoring Team will commence its activities by 1st July 2009 c) The LHD Monitoring Team review and endorse the Monitoring Terms Of Reference as contained in Appendix G 	On going	SATMA to report on this point
<p>Conclusion SAT14TF1/09: SATMA Assessment</p> <p>That</p> <p>States apply mitigating actions in order to reduce operational coordination errors affecting operational risk.</p>	On going	
<p>Conclusion SAT14TF1/10: Improvement of the coordination procedures in the EUR/SAM Corridor</p> <p>That</p> <ol style="list-style-type: none"> a) States concerned review procedures in their LOP/LOAs to ensure the inclusion of procedures relating to the transfer of control of flights at the relevant FIR boundaries . b) States to conclude this review and make necessary amendments by 30th September 2009 c) States must ensure compatibility of electronic data exchange systems 	completed	
<p>Conclusion SAT14TF1/11: Implementation of RNP/4 in the EUR/SAM Corridor</p> <p>That</p> <p>EUR/SAM Corridor States and ANSPs</p>		

<ol style="list-style-type: none"> 1. Agree on a need for a RNP 4-30/30NM implementation strategy, using available guidance material; 2. Develop a transition plan from the current RNP10 with 10 minutes longitudinal spacing and 50NM lateral spacing; and 3. Adopt an ADS-C updating rate consistent with RNP4 operations. 		
<p>Conclusion SAT14TF1/12</p> <p>Contingency Plans for the EUR/SAM Corridor</p> <p>That</p> <p>States concerned (Brazil, Cape Verde, Senegal and Spain) implement the agreed to contingency plan as reflected in Appendix H</p>	<p>completed</p>	