



**Twenty-first Meeting on the improvement of Air Traffic Services
over the South Atlantic (SAT/21),**

Lisbon, Portugal, 8-10 June 2016.

Agenda Item 2.2: *EUR/SAM Corridor – Airspace Concept*

Review of the EUR SAM Corridor Airspace Concept
(Presented by Portugal)

Summary

This paper proposes a revision / update of EUR/SAM corridor Airspace Concept action plan following its approval during the SAT/19 meeting in Buenos Aires, Argentina and endorsement at the SAT /20 meeting in Abidjan – Cotê d' Ivoire

1. Introduction

- 1.1. Following the review and endorsement of the EUR/SAM Airspace Concept Action Plan by SAT/20, a list of actions was intended to take place during 2015 and 2016.
- 1.2. Since the last SAT meeting the plan has not been implemented or updated due to several constraints.
- 1.3. These constraints nevertheless has also provided us with a good opportunity to review the action plan and to discuss the way forward having in mind the current information and some expected changes to the PANS-ATM doc.4444.
- 1.4. Consequently, the objective of this paper is to trigger discussions around the EUR/ SAM Corridor Airspace concept Action Plan, looking for a more practical approach in attaining short term objectives.

2. Background

- 2.1. The 38th ICAO General Assembly approved the Global Air Navigation Capacity & Efficiency Plan for the period 2013- 2018. The Global Plan Aviation System Block Upgrades (ASBU) will enable aviation to realize global harmonization, capacity increase and reduction in the environmental impact that modern air traffic growth is currently demanding in every region around the world. In this regards, the PBN was selected as one of the main objectives to be complied with, in order to attain improvements in safety and efficiency.
- 2.2. Advancements in aircraft avionics and air traffic management flight data processing systems have recently driven analysis of whether the lateral and longitudinal separation

standards in the current EUR/SAM Corridor airspace could be reduced to increase the capacity and efficiency of the airspace.

- 2.3.** In accordance with the ICAO PANS ATM Doc 4444, the distance-based separation minima values are 50 NM longitudinal, 30 NM longitudinal, 50 NM lateral and 30 NM lateral, provided that a set of requirements are met or exceeded, which includes the requirement for aircraft to be authorized for RNP-10 or RNP-4, have direct pilot-controller voice communication or CPDLC and provide ADS-C position reports.

3. Discussion

In reviewing the EUR SAM airspace concept action plan, a three-phased approach with implementation timelines is proposed as follows:

- Phase 1 - 50 NM Longitudinal Separation based on RNP10
- Phase 2 - Data Link Mandate to apply 50 NM Longitudinal Separation based on RNP10
- Phase 3 - 30 NM Lateral / Longitudinal Separation based on RNP4

4. ACTIONS BY THE MEETING

4.1. The SAT 21 meeting is invited to:

- a) Note the information provided;
- b) Provide direction as deemed necessary for the implementation of this action plan.
- c) Amend as necessary and approve the draft action plan.
- d) To approve the creation of a SMALL task force composed of focal points from EUR/SAM corridor member States/ANSPs (Brazil, Cape Verde, Senegal, Spain), SATMA, ICAO (WACAF & SAM) and IATA to update the actual EUR/SAM Corridor Airspace Concept.

ATTACHMENT A: Revised EUR/SAM CORRIDOR AIRSPACE CONCEPT Action Plan

ATTACHMENT B: List of Focal Points