

APPENDIX - A (ATM)

**STATUS OF CONCLUSIONS AND DECISIONS RELATED TO SAT/22 MEETING
PERTAINING TO ATM FIELD**

Conclusions and Decisions	Implementation Status	Remarks
<p>Conclusion 21/09: <i>Safety Risk to flights due to lack of communications by flights over high seas</i></p> <p>That, In consideration of the serious safety risks posed by flights which operate in the SAT region without contacting the appropriate ATS units,</p> <p>a) ACCs in the SAT area are urged to increase the level of coordination and collaboration to reduce the risks;</p> <p>b) Brazil, Cape Verde and Senegal compile and investigate deliberate violations of ATC procedures by such flights and inform the States of Registry for the aircraft concerned; and</p> <p>c) Compile the number of aircraft involved in the violations above, perform the appropriate analysis, determine disposition of an emerging trend and inform the respective ICAO Regional Office of potential risk to flights operating on the high seas in the SAT region for necessary action.</p>	Still Valid	<p>Brazil, Cape Verde and Senegal to provide updates</p> <p align="center">√</p>
<p>Decision 21/10:<i>SAT Working Structure and collaboration with NAT region</i></p> <p>That, The SAT region collaborates with the NAT region in order to share working experiences, best practices, pool resources and harmonize operations for the benefit of airspace users and increase efficiency in the management of flights across the two regions.</p>	Still Valid	<p>SAT, NAT, IATA to provide updates</p>
<p>Decision 22/01: Analysis of Traffic Statistics for Strategic Planning</p> <p>That, In order for SATMA to make recommendations from analysis of traffic statistics which could be used for strategic planning, the SAT Group and Users (IATA) may identify and specify a particular area of study for which SATMA may provide additional assistance, subject to the availability of resources.</p>	Still Valid	<p>SAT Member States/ANSPs and IATA to provide updates</p>
<p>Decision 22/02: ERSAM Airspace Concept</p> <p>That,</p>		

Following the publication of the 16th Edition of PANS ATM Doc 4444 and the introduction of the PBCS requirements in the provision of ATM, an EURSAM corridor new airspace concept on Time Based Separation (as attached in Appendix F to this report) is adopted to replace previous airspace concept.	Completed	
Decision 22/03: Creation of ATS routes That, Two ATS routes MAVKO - GOGSO-GARPO- and KOTVO-PUBLI- TUTLO in the SAT area be established and extended to facilitate traffic flow when contingency procedures are in effect in the SAT region	Completed	French Guyana/ Cayenne to provide updates
Decision 22/04: Implementation of Reduced Separation Minima in line with PBCS in the entire SAT area. That, Considering the implementation of the PBCS concept requirements for flights operating to NAT region from March 2018, the SAT Group study the implementation of Reduced Separation Minima in line with PBCS requirements to facilitate the provision of seamless services in the entire SAT area.	Still Valid	SAT and Group members to provide updates
Plan of Action, SAT 22, ATM WG		
SAT ATM P1: AORRA post Implementation and PBCS application in entire SAT area:		
• Monitor and Report status of coordination Failures	Completed	South Africa to report
• Assess PBCS Implementation readiness for AORRA	Still Valid	SAT members to provide update
SAT ATM P2: EUR SAM Corridor Risk Assessment and LHD Monitoring:		
• EUR/SAM States to provide LHD reports monthly (entirely and correctly – Time duration and FANS connection are critical data to be reported);	Still Valid	EUR/SAM States and ANSPs to provide updates
• EUR/SAM States to send traffic data monthly for 2017 (Data received later than December 31st will not be processed);	Completed	SATMA to provide feedback
• SATMA to send document “DATA NEEDED FOR EUR/SAM MONITORING AND ASSESMENT” as published; and	Completed	EUR/SAM Corridor States, SATMA and ANSPs to provide updates
• SATMA to report to EUR/SAM LHD Monitoring Team quarterly	Still Valid	SATMA to provide updates

SAT ATM P3: EUR SAM Corridor Risk Assessment and LHD Monitoring <ul style="list-style-type: none"> SATMA to include information about Flight Level occupancy 	Still Valid	SATMA to provide updates
SAT ATM P4: ATM Contingency Plan: <ul style="list-style-type: none"> Go –Team to update the Sat Contingency Plan to include Volcanic Ash, Public Health Emergency Contingencies and Directory List into the Sat Contingency Plan; All Sat States to be included in the SAT Contingency Plan; Go-Team to distribute the Sat Contingency Plan to all SAT States; All SAT States are to submit any changes or comments to be included in the SAT contingency plan; and Go-Team to send Completed document to ICAO 	Still Valid Still Valid Still Valid Still Valid Still Valid	GO-Team to provide updates GO-Team to provide updates GO-Team to provide updates SAT States GO-Team to provide updates
SAT ATM P5: EUR/SAM Corridor Airspace Concept Project: <ul style="list-style-type: none"> States providing air traffic services in the EUR/SAM corridor to agree on 5 minutes Reduced Longitudinal Separation minima in accordance with ICAO Doc 4444, (as EUR/SAM Corridor Airspace Concept, Annex X refers); States providing air traffic services in the EUR/SAM corridor to update the national regulation and guidance materials in accordance to ICAO Doc 4444; All SAT States to establish a PBCS regulatory Framework to conduct a gap analysis for PBCS implementation readiness and develop their National Action Plan. This includes a SAT Conclusion for a supporting State Letter advising SAT States to conduct such activities; In View of the ICAO amendments on PBCS and reduced separations with applicability to the EUR/SAM Airspace Concept, the ICAO AFI and SAM, urges SAT 	Still Valid Still Valid Still Valid Still Valid	EUR/SAM corridor States/ANSPs to provide updates

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