

Appendix D.1

STATUS OF IMPLEMENTATION OF SAT 23 CONCLUSIONS IN ATM FIELD

CONCLUSION SAT/21/09	Status	Remarks
<p data-bbox="600 453 1341 517" style="text-align: center;">Safety Risk to flights due to lack of communications by flights over high seas</p> <p data-bbox="241 523 322 549">What:</p> <p data-bbox="219 592 936 719">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 data-bbox="264 762 936 1091">a) ACCs in the SAT area are urged to increase the level of coordination and collaboration to reduce the risks; ACTION - Coordination with adjacent ACCs are in place with SAL, DAKAR and ATLANTICO –All SAT Member States must outline airspace and operator COMMS requirements in their AIP ACTION – All SAT Member States to review, assess and coordinate LOAs and/or new restrictions (CANARIAS) to harmonize minimum airspace and operator communication requirements.</p> <p data-bbox="264 1134 936 1362">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 ACTION - All SAT States to create reporting method to communicate deliberate violations of ATC processes with appropriate States of Registry.</p>	<p data-bbox="958 523 1182 549">Expected impact:</p> <ul style="list-style-type: none"> <li data-bbox="958 592 1205 617"><input type="checkbox"/> Political / Global <li data-bbox="958 632 1167 657"><input checked="" type="checkbox"/> Inter-regional <li data-bbox="958 671 1122 697"><input type="checkbox"/> Economic <li data-bbox="958 711 1178 737"><input type="checkbox"/> Environmental <li data-bbox="958 751 1267 777"><input checked="" type="checkbox"/> Operational/Technical <p data-bbox="1462 624 1592 649" style="text-align: center;">Still Valid</p>	<p data-bbox="1816 624 1928 649" style="text-align: center;">Ongoing</p>

<p>c) SAT ANSPs to forward appropriate information to SATMA to conduct analysis and determine disposition of an emerging trend.</p> <p>d) All SAT States shall assess and mitigate potential risk to flights operating on the high seas in the SAT region.</p>			
Why: In order to mitigate safety risk, linked to flights operating without contacting the appropriate ATS unit			
When: November 2018	Status: Reviewed by SAT/23		
Who: <input type="checkbox"/> Coordinators <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Regional Office <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: All ANSPs in SAT area. Also States; Brazil, Cape Verde and Senegal.			

<<<<<<

DECISION SAT/21/10: SAT Working Structure and collaboration with NAT region	Status	Remarks
What: That, The SAT region ANSPs 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.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	DONE DONE
Why: In order to share lessons learned and best practices.		
When: Continuous	Status: Reviewed by SAT/23	
Who: <input type="checkbox"/> Coordinators <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: SAT, NAT and IATA		

--

DECISION SAT/22/01		Status	Remarks
Analysis of Traffic Statistics for Strategic Planning			
What: That, In order for SATMA to make recommendations from analysis of traffic statistics which could be used for strategic planning, the SAT Group and IATA should specify... TO BE COMBINED WITH OTHER DECISION. SAT/23	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	DONE	DONE
Why: To provide appropriate information for planning by the SAT Group, States, ANSPs, Users and industry.			
When: When requested by SAT Group		Status: Reviewed by SAT/23	
Who: <input type="checkbox"/> Coordinators <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: RMAs concerned, SAT Group, IATA.			

DECISION SAT/22/03:			
Creation of ATS routes			
What: That, Develop a minimum of two contingency routes to facilitate traffic flow when contingency procedures are in effect in the SAT region.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental	DONE	DONE AS PART OF SAT CONTINGENCY PLAN

	<input checked="" type="checkbox"/> Operational/Technical		
Why: To ensure safety and efficiency of traffic flows when ATS contingency plan are activated in the SAT Region.			
When: December 2018 and report to SAT 24	Status: Reviewed by SAT/23		
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others: Cayenne ACC, coordination with Dakar, Piarco, Atlantico, Sal, Santa Maria, IATA.			

DECISION SAT/22/04: Implementation of reduced separation minima in the Region via PBCS NEW CONCLUSION FOR SAT 23			
What: That, All SAT Region States will conduct an analysis to determine needs and enhancements necessary to implement PBCS in the SAT Region. ACTION: Identify appropriate airspace for implementation of reduced separation minima All SAT States shall agree to phased in approach of reduce separation in appropriate SAT Region airspace (PH1 – EURSAM Corridor)	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	SAT Region States to provide updates	TO BE DONE UNDER SAT IMPLEMENTATION MANAGEMENT GROUP

<p>Identify required components to implement reduced separation minima in EUR/SAM corridor</p> <p>In coordination with the ICAO NAT Region identify and develop specific areas required for PBCS implementation</p> <ul style="list-style-type: none"> - Propose to acquire PBCS guidance documents and materials, (ANSP requirements, RMA requirements, Operator requirements and State requirements), implementation plan, lessons-learnt, business case and best practices from the NAT Region. <p>Review and assess implementation requirements and tasks at SAT 24. Provide guidance concerning additional activities necessary to facilitate PBCS implementation in the Sat Region.</p>			
<p>Why: In order to foster consistent planning and coordinated activities.</p>			
<p>When: Phase 1 implementation date to be determined by SAT24</p>	<p>Status: Reviewed by SAT/23</p>		
<p>Who: <input checked="" type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Regional Office <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:</p>			

DECISION SAT/23/XX:		Available solutions to improve flight efficiency in the EUR-SAM Corridor		
What: That, the EUR/SAM Corridor Airspace Implementation Team (ESCIT) addresses inefficient operations in the corridor and analyse causes to implement corrective actions, considering the deployment of available solutions such as ATFM, AIDC, review of ATS operational procedures, etc. ESCIT shall conduct a comprehensive operational assessment of flights utilizing the EUR/SAM corridor to identify flight level limitations regarding the request flight level and develop appropriate mitigation measures. (Reference SAT23 Report)	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical		ESCIT to provide updates	TO BE DONE UNDER SAT IMPLEMENTATION MANAGEMENT GROUP
Why: Take action to improve: a) flight efficiency along the EUR/SAM corridor; and b) flight level allocation performance.				
When: 30 September 2018	Status: Adopted by SAT/23			
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: EUR/SAM corridor airspace implementation team (ESCIT)				

CONCLUSION SAT/23/XX: LHD Monitoring Team to address increases in the LHD and Risk levels			
What: That, The LHD Monitoring Team shall conduct quarterly teleconferences to address challenges which are identified as contributing to increases in the LHD and Risk levels.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	LHD Monitoring Team to provide updates	DONE
Why: It was noted that lack of coordination of traffic by ATS units contributed to incidents which impacts on the Vertical Risk in the collision risk model.			
When: October 2018	Status: Adopted by SAT/23		
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: RMA, ANSPs, IATA, stakeholders in EUR – SAM corridor			

CONCLUSION SAT/23/XX: Provision of LHD and Risk assessment by other RMA in SAT Area			
What: That, Other RMA in the SAT area, namely, ARMA, CARSAMA, NAT, etc. be urged to provide the SAT Group and SATMA with their report on LHD and Risk Assessment.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental	ARMA, CARSAMA, NAT to provide updates	DONE

	<input checked="" type="checkbox"/> Operational/Technical		
Why: In order for the SAT Group and SATMA to have a better picture of safety in the SAT area, regarding non-RVSM approved aircraft in RVSM airspace			
When: July 2018	Status: Adopted by SAT/23		
Who: <input type="checkbox"/> Coordinators <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: Concerned RMA's			

DECISION SAT/23/XX: Leader nominated to ESCIT			
What: That, Mr. Eduardo Ortuno from ENAIRE, Spain, is nominated to lead the ESCIT in order to continue with the implementation of the EUR SAM Corridor Airspace Concept.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical		DONE
Why: The EUR SAM Corridor Airspace Implementation Team (ESCIT) needs to continue the work already started. Mr. Simoes Nuno of NAV Portugal was stepping down as the Team Lead.			
When: SAT/23	Status: Adopted by SAT/23		

Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:		
---	--	--

2.7.1 Effectiveness in implementation of SAT ATM WG Action Plan

2.7.1.1 The SAT ATM Working Group was urged to endeavour to implement the conclusions and decisions which were adopted by meeting. The Team Leaders, focal points and members of the reconstituted programmes were urged to have regular teleconferences and provide quarterly update reports to the Secretariat.

2.7.1.2 The various programme leads were reminded of the need to submit reports and working papers to the next SAT meeting.

2.7.1.3 SAT member States, ANSPs and international organizations were also urged to submit working papers on agenda items for SAT meetings.

2.7.1 Effectiveness in implementation of SAT ATM WG Action Plan				
Relevant actions	Action Owner	Remarks	Actions Required	
The SAT ATM Working Group was urged to endeavour to implement the conclusions and decisions which were adopted by meeting.	States, ANSPs	Meeting to assess		

<p>The Team Leaders, focal points and members of the reconstituted programmes were urged to have regular teleconferences</p> <p>Provide quarterly update reports to the Secretariat.</p>	<p>Team Leaders, Focal Points</p> <p>Team Leaders</p>	<p>Meeting to assess</p>		
<p>The various programme leads were reminded of the need to submit reports and working papers to the next SAT meeting.</p>	<p>Team Leaders</p>	<p>Meeting to assess</p>		
<p>SAT member States, ANSPs and international organizations were also urged to submit working papers on agenda items for SAT meetings.</p>	<p>States, ANSPs and Int'l organizations</p>	<p>Meeting to assess</p>		