



**WORKING PAPER**

**TWENTY-FOURTH INFORMAL MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC (SAT/24)  
Luanda, Angola, 3 To 7 June 2019**

**Agenda Item: 6: SAT Handbook (SAT Terms of Reference, SAT Working Methodology & Arrangements, Rules of procedures of SAT meetings, SAT Contributory Bodies, Composition of the Group, Reporting) and Future Work**

**6.3 FORMALIZATION OF THE SAT GROUP**

(Presented by the SAT Secretariat)

**SUMMARY**

The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2018 to March 2019. This annual report serves as the main tool for the ANC to evaluate the implementation progress in the regions. The paper focuses not only on the outcomes of PIRG and RASG meetings, but also on regional safety and air navigation implementation progress and challenges.

The meeting is invited to agree to the actions proposed in paragraph 3.

**COORDINATION**

ICAO Secretariat, Dakar, Nairobi, Paris and Lima Regional Offices.

**REFERENCES**

\*C-WP/14902  
LIM AFI 1988

\*Principal references

**1. INTRODUCTION**

1.1 The Council, during the 217<sup>th</sup> Session on 31 May 2019, reviewed C-WP/14902 related to a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2018 to March 2019.

1.2 The Council also considered the common global challenges faced by regions that were contained in Appendix B of C-WP/14902. The Council noted that during the discussions related to the SAT Group, the Commission noted that the Limited Africa - Indian Ocean Regional Air Navigation Meeting [LIM AFI (COM/MET/RAC)] held in Lomé, Togo from 12 to 27 April 1988, agreed “that when necessary, informal meetings be convened under the auspices of ICAO with the States and international organizations concerned to examine any possible improvement of air traffic services over the South Atlantic” (LIM AFI Conclusion 3/15, 1988).

1.3 The Council noted that with the traffic growth and the work undertaken in the North Atlantic by the NATSPG, it is time to consider formalizing the SAT, as there is a big difference related to implementation between the North and South Atlantic. It was noted that the Commission agreed that this issue needed to be addressed.

## 2. DISCUSSION

2.1 During the discussions, the Council considered a proposal by the Air Navigation Commission (ANC) to establish performance requirements for the Atlantic Group (SAT/NAT) to improve coordination between the SAT and NAT.

2.2 It was recalled that the SAT area has an impact on the North Atlantic (NAT), Africa-Indian Ocean (AFI), Caribbean (CAR) and South American (SAM) regions related to coordination and to harmonize operations.

2.3 In light of the above, the ANC recommended to Council that options be identified to formalize the SAT Group. The Commission did not specify on how to formalize the group. However, the Secretariat is to develop and present various options for consideration by the ANC and Council.

2.4 With this in mind, it is proposed that the SAT/24 Meeting note the information, and discuss and identify possible ways to further formalize the SAT to improve coordination with the NAT.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to note the:

- a) Council actions related to the formalization of the SAT; and
- b) Identify options for consideration by the ANC and Council to formalize SAT Group.

— END —