



# ICAO

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### Special Meeting on the improvement of Air Traffic Services over the South Atlantic

Virtual, 14 July 2021

#### Agenda Item 3: Formalization of SAT

#### PROPOSED SAT STRUCTURE AND HANDBOOK

*(Presented by Secretariat)*

##### SUMMARY

This paper presents a new structure, working methodology and handbook for the SAT Group. This follows years of discussions by the Group as well as the Air Navigation Commission and the ICAO Council to enhance efficiency and effectiveness in the work of the informal group for the improvement of air traffic services over the South Atlantic, and to improve the necessary coordination and collaboration actions with other regional groups concerned.

##### REFERENCES:

Report of the Twenty-First Meeting on the Improvement of Air Traffic Services Over the South Atlantic (SAT/21, Lisbon, Portugal, 6-10 June 2016)  
 Report of the Twenty-Second Meeting on the Improvement of Air Traffic Services Over the South Atlantic (SAT/22, Paris, France, 6-10 June 2017)  
 Report of the Fifty-Second Meeting of the North Atlantic Systems Planning Group (NATSPG/52, Paris, France, 27 to 30 June 2016)  
 Report of the Fifty-Third Meeting of the North Atlantic Systems Planning Group (NATSPG/53, Paris, France, 26 to 29 June 2017)  
 Report of the Eighteenth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/18, Punta Cana, Dominican Republic, 9-14 April 2018)  
 Report of the Twenty-Third Meeting on the Improvement of Air Traffic Services Over the South Atlantic (SAT/23, Durban, South Africa, 6-8 June 2018)  
 Report of the Twenty-Fourth Meeting on the Improvement of Air Traffic Services Over the South Atlantic (SAT/24, Luanda, Angola, 05-07 June 2019)  
 Report of the Twenty-Second AFI Planning and Implementation Group - AFI Regional Aviation Safety Group (APIRG/22, Accra, Ghana, 29 July – 2 August 2019)  
 Report of the Twenty-Third AFI Planning and Implementation Group - AFI Regional Aviation Safety Group (APIRG/23, Virtual, 23 November - 2 December 2020)  
 Report of the First Atlantic Coordination Meeting (ACM/1, Paris, France on 31 January 2019  
 Report of the Second Atlantic Coordination Meeting (ACM/2, ICAO Headquarters, Montréal, Canada, 18 - 20 February 2020.

##### STRATEGIC OBJECTIVES:

**Safety and Air Navigation Capacity and Efficiency**

### 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. 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).

1.2 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. 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.

1.3 The informal group for the improvement of air traffic services (ATS) over the South Atlantic (“SAT Group”) agreed at its twenty-first meeting (SAT/21, Lisbon, Portugal, 6 - 10 June 2016), on the need for a more efficient working structure and improved alignment with the North Atlantic Region (NAT). It was decided that the SAT Group should collaborate with the NAT in order to pool resources, share working experiences and best practices, and harmonize operations for the benefit of airspace users and increase efficiency in the management of flights across the Atlantic (SAT Decision 21/10 refers).

1.4 The discussion concerning the improvement of efficiency and effectiveness in the work of the SAT Group continued at its twenty-second meeting (SAT/22, Paris, France, 6-10 June 2017). The SAT Group decided to adopt a different methodology in order to make substantial progress in the implementation of all the outstanding meeting conclusions and decisions. Accordingly, the SAT Group identified five programmes where the new methodology would be applied (SAT/22 Report, 2.5 refers).

## **2 Discussion**

2.1 Secretariat presented to SAT/23 a summary of the results of a study from the ICAO Secretariat intended to propose an optimum way forward to increase the efficiency and effectiveness in the work of the SAT Group and enhance necessary coordination and collaboration with all regional groups concerned.

2.2 SAT/24 discussed 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 programme of the SAT Group. The SAT Group under its Conclusion 24/25: Endorsement of SAT Draft Handbook,

*That;*

*a) The SAT Procedural Handbook comprising its Terms of Reference, Working Methodology & Arrangements, Rules of procedures of SAT meetings, SAT Contributory Bodies, Composition, Reporting) and Future Work programme of the SAT Group is*

*endorsed;*

*b) The Secretariat consider and include in the mandate of the Contributory Bodies, the Safety Assessment function of SAT Working Groups and report to APIRG.*

2.3 APIRG/22 was presented with the draft handbook for SAT restructuring and formalization in consideration of proposal by the Air Navigation Commission (ANC) to establish performance requirements for the Atlantic Group (SAT/NAT) to improve coordination between the SAT and the NAT as well as the recommendation by ANC to the ICAO Council that options be identified to formalize the SAT Group although the Commission did not specify how to formalize the Group. In this regard, and in order to initiate the restructuring and formalization of SAT and its auxiliary bodies, a Draft SAT Procedural Handbook comprising SAT Terms of Reference, SAT Working Method-ology & Arrangements, Rules of procedures of SAT meetings, SAT Contributory Bodies, Composition of the Group, Reporting) and Future Work Programme of the SAT Group approved by the SAT/24 meeting was submitted to the meeting for discussion and endorsement bearing in mind the need to improve efficiency and collaboration between the NAT and the SAT.

2.4 The APIRG/22 considered the work carried out by SAT/24 and established Study Group composed with the relevant AFI SAT States/Organizations and the Secretariat with the mandate to review and finalize the SAT Procedural Handbook and make proposal for the formalization of the SAT to be considered by the APCC for submission to the ANC, and adopted Conclusion 22/43: Formalization of the SAT Group;

*That,*

*a) A Study Group composed with the relevant AFI SAT States/Organizations under the coordination of the Secretariat is established with the mandate to: 1) Review and finalize the SAT Procedural Handbook submitted by SAT /24; 2) Identify and propose options for the formalization of the SAT activities including the cooperation between the SAT and the NAT; 3) Propose a framework for the establishment of a SAT Safety Oversight Group; and*

*b) The Group will carry out its assigned task in coordination and consultation with the NAT and CAR/SAM Administrations/Organizations involved in SAT activities and report to APIRG through the APCC for consideration.*

2.5 The ACM/2 reviewed the proposed draft SAT Handbook that was endorsed by SAT/24 in Angola and decided that,

*i. ASECNA and France to submit these proposals (structure, concept of operations (CONOPS), vision document) and related ToR's (SAT – IMG – SOG/SMG) by 8 May 2020. ICAO Dakar to distribute the new material to all SAT stakeholders for approval by SAT/25 (June 2020);*

*ii. ICAO Dakar to transmit these new proposals and ToRs with GREPECAS via Mexico and Nairobi for Angola and South Africa before SAT/25 meeting; and*

*iii. SAT to implement the new proposals and ToRs before the end of 2020;*

*viii. ICAO Headquarters Montréal to consider formalizing the SAT Group with optimized structures reporting lines, ICAO Secretariat support (once the SAT CONOPS and handbook is finalized by the SAT members).*

2.6 The actions in 2.5i and 2.5ii have been completed and the draft SAT Handbook as **Appendix A** to this paper was received by the Secretariat on 20 May 2020 and transmitted to States and stakeholder international organisations on 4 November 2020.

2.7 The Secretariat issued a follow up letter on 22 June 2021, requesting States/International Organisations to provide feedback on the draft SAT Handbook and nomination of SAT focal points. The feedback which the Secretariat received have been compiled in **Appendix B**.

2.8 Due to travel restrictions as a result of the COVID-19 pandemic, SAT/25 meeting that was planned in Trinidad and Tobago in June 2020 to adopt the handbook with the new structure and working methods had to be cancelled. Consequently, the decision to adopt the new SAT Handbook for implementation by December 2020 could not be achieved.

2.9 Secretariat in consultation with all stakeholder thus decided to organise this Special SAT meeting under the aegis of the Director ANB for the SAT Group to formally review and adopt the new SAT Handbook in **Appendix A** to this paper.

### **3. Action Required**

3.1 The meeting is invited to:

- a) Review the draft SAT Handbook attached to this paper as **Appendix A**;
- b) Adopt the new SAT Handbook; and
- c) Decide on implementation actions and timelines.

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