



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICAN OFFICE**

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**Sixteenth Meeting on the Improvement of Air Traffic Services over the  
South Atlantic (SAT 16)  
(Recife, Brazil, 04 - 06 May 2011)**

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**Agenda Item 1: Air traffic management (ATM)**

**1.1 Follow up of SAT/15 Conclusions pertaining to the ATM field**

**Agenda Item 2 Communications, navigation and surveillance (CNS)**

**2.1 Follow up of SAT/15 Conclusions pertaining to the CNS field**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the status of implementation of conclusions and discussions emanating from the **SAT/15 meeting** (Lisbon, Portugal, 19 to 21 May 2010)

**1. Introduction**

- 1.1 The Working Paper presents the status of implementation of Conclusions and Decisions adopted by the SAT/15 Meeting held in Lisbon, Portugal from 19 to 21 May 2010. Follow-up actions indicated in the tables have been established according to information available from the secretariat.

**2. Action Required**

- 2.1 The meeting is invited to:
- a) Review and up-date the implementation status of SAT/15 Conclusions and Decisions at Appendix A.
  - b) Agree on any other follow-up action thereon.

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## Appendix A

## Status of Conclusions and Decisions related to SAT/15 Meeting

Conclusions and Decisions	Implementation Status	Remarks
<p><b>Conclusion SAT 1/01: Implementation of Phases 3 and 4 of AORRA Airspace</b></p> <p><i>That States concerned publish by the AIRAC date of 05 July, 2010 a common AIP Supplement for implementing phases 3 and 4 of AORRA airspace by 26 August, 2010.</i></p>	<b>Completed</b>	<b>Publications made on or prior to Airac date 29 July 2010</b>
<p><b>Conclusion SAT15/02: Direct transitions to/from AORRA airspace</b></p> <p><i>That a coordination meeting be held by the end of June 2010 between Angola, Brazil, Côte d'Ivoire, Ghana, Sao Tome and Principe, Senegal, ASECNA, Roberts FIR and IATA to discuss the direct transitions to/from AORRA airspace as proposed by IATA in Appendix D to this report.</i></p> <p><u><i>Note: Ghana accepted the request to host the meeting; date and venue to be confirmed</i></u></p>	<b>completed</b>	<b>Meeting held in Accra (Ghana) 29 – 30 June 2010 Please refer to the report in WPxx</b>
<p><b>Conclusion SAT15/03: Proposed amendment to doc 7030</b></p> <p><i>That SAT members forward to the secretariat their comments on the proposed amendment to doc 7030 as shown in Appendix E to this report, by the end of June 2010</i></p>	<b>Not implemented</b>	<b>No comments received by the secretariat</b>
<p><b>Conclusion SAT15/04: Operational Procedure</b></p> <p><i>That Brazil, Cape Verde, Senegal and Spain will implement on airac date 12 January 2011 the operational procedure based on ADS-C/CPDLC reflected in <b>Appendix F</b> to this SAT 15 report</i></p>	<b>completed</b>	

Conclusions and Decisions	Implementation Status	Remarks
<p><b>Conclusion SAT15/05: Common additional procedures to prevent LHDs</b></p> <p><b>That</b></p> <p><i>SAT/15 Meeting expressed its concern about the LHDs due to operational coordination errors in the ATC unit to unit coordination and impels to ACC,s the application of the coordination procedures about flight level changes near the common boundaries reflected on their respective LoA,s and decided to propose the modification to ICAO Doc.7030 as follows:</i></p> <p><i>Supplementary safety procedures for aircrafts in cases of air/ground communications problems (radio or CPDLC) and relay with other aircrafts is not available</i></p> <p><i>Procedures for aircrafts flying along the EUR-SAM Corridor, aircrafts will perform a lateral right offset up to 2 NM in cases where:</i></p> <ol style="list-style-type: none"> <li><i>a) Impossible, difficult or incomprehensive radio or CPDLC communications with the relevant ACC after trying to establish the communications at least during 10 minutes</i></li> <li><i>b) Doubts and impossible confirmation of a clearance issued by ATC</i></li> <li><i>c) When performing an ATC clearance with additional restriction (time to reach the cleared flight level, Mach number, etc.) and the position of the aircraft is 10 minutes or less to the next boundary</i></li> </ol> <p><i>In all cases, aircrafts will inform the ATC about this lateral offset as soon as suitable communications were re- established</i></p>		
<p><b>Decision SAT 15 01: LHD reporting</b></p> <p><i>That SATMA as coordinator of LHD Monitoring Team will send to ACCs involved in one specific deviation the LHD report received, for its investigation</i></p>		
<p><b>Conclusion SAT15/06: Contingency plan for the SAT Area</b></p> <p><i>That South Africa coordinates with other SAT members the development of a comprehensive ATS contingency plan for the SAT airspace based on the existing EUR-SAM corridor contingency plan and in accordance with ICAO Annex 11 provisions, and presents the final draft to the next SAT 16 meeting.</i></p>		
<p><b>Conclusion SAT15/07: Unknown traffic in the South Atlantic</b></p> <p><b>That:</b></p> <ul style="list-style-type: none"> <li><i>• the SAT Group expresses its concern about the unknown traffic coming to/from Malvinas Islands, Ascension Island and other uncontrolled flights in the South Atlantic, and calls for the involvement of ICAO to find a solution</i></li> <li><i>• Argentina, Brazil and Uruguay agree to hold a coordination meeting to improve operational procedures in order to enhance safety in the area concerned</i></li> </ul>		

Conclusions and Decisions	Implementation Status	Remarks
<p><b>Conclusion SAT15/08: ATS deficiencies in the SAT area</b></p> <p><i>That, based on the projected increase in traffic provided by IATA and the deficiencies reported, the SAT group agrees to develop an airspace infrastructure plan along the line of the Global PBN Plan.</i></p>		
<p><b>Conclusion SAT/15/09: Implementation of ATS/DS circuit for Luanda/Atlantico</b></p> <p><i>That:</i>  <i>Angola and Brazil hold a technical coordinating meeting to conduct the implementation process of a CAFSAT node in Luanda in order to clear out before the forthcoming SAT meeting, the pending Luanda/Recife ATS/DS circuit deficiency;</i>  <i>ASECNA as team leader of Task 2 of CNS/WG Work Programme assist, if necessary Angola and Brazil for the technical study;</i>  <i>ICAO to continue to support Angola and Brazil by coordinating the implementation process.</i></p>		<p><b>No Report from Angola and Brazil</b></p>
<p><b>Conclusion SAT/15/10: ATS-Voice Numbering Plan for AFI</b></p> <p><i>That:</i>  <i>APIRG to create an AFI Working Group to conduct the technical study for the development of a global ATS voice numbering plan for AFI Region and harmonize its implementation frame;</i>  <i>Meanwhile, SAT States be encouraged to pursue their efforts on bilateral ATS voice numbering trials and provide the AFI working group with available relevant material;</i>  <i>ICAO continue to support the development of an ATS voice numbering plan for AFI as stated by the recommendation contained within the ICAO Manual on ATS Ground-Ground Voice Switching and Signalling (Doc 9804,Chapter 2 Section 2.3).</i></p>	<p><b>On going</b></p>	<p><b>APIRG through conclusion 17/20 tasked the CNS/SG to include in his mandate the study for the development and implementation of ATS-Voice Numbering Plan revise its work Programme accordingly</b></p>
<p><b>Conclusion SAT/15/11: Trials for extension of ATS-N5 Voice switching protocol</b></p> <p><i>That:</i>  <i>SAT States continue their collaborative technical arrangements to conduct trials for extension of ATS-N5 voice switching protocol by adopting the following steps:</i>  <i>Spain to provide an updated form containing the technical requirements for VCSSs capability to support ATS-N5 voice switching protocol;</i>  <i>Other SAT States to assess their current VCSSs capability in line with the technical requirements provided by Spain and take into account these requirements when updating their VCSSs and report the assessment results to ICAO;</i>  <i>ICAO to coordinate the process by compiling the available information to be forwarded to all stakeholders.</i></p>	<p><b>Not implemented</b></p>	<p><b>No report received from States</b></p>

Conclusions and Decisions	Implementation Status	Remarks
<p><b>Decision SAT/15/02: ADS Data Sharing</b></p> <p><i>That:</i></p> <ol style="list-style-type: none"> <li>1) <i>SAT States delay the ADS data sharing as stated by conclusion SAT 14/12 and conduct if necessary comprehensive complementary studies taking into account the ATM requirements and involving various technical, financial and legal aspects;</i></li> <li>2) <i>The SAT ATM /WG conducts a study and provide the SAT CNS/WG with the operational requirements for ADS data sharing.</i></li> </ol>	<b>Not implemented</b>	
<p><b>Conclusion SAT/15/12: Implementation and Interconnection of AMHS systems</b></p> <p><i>That:</i></p> <ol style="list-style-type: none"> <li>1) <i>SAT States who have already implemented AMHS systems conduct trials for their interconnection and report to the other stakeholders;</i></li> <li>2) <i>SAT States who have not implemented AMHS systems pursue their effort in modernizing their systems to support AMHS capability taking into account the experience gained by their neighbouring states;</i></li> </ol> <p><i>In the framework of regional collaboration, SAT States to report when requested, the results of the trials of interconnection of AMHS systems to AFI AMHS Implementation Task force in order to support AMHS implementation process in AFI region</i></p>	<b>Not implemented</b>	<p><b>No report received from States</b></p> <p><b>APIRG/17 through conclusion</b></p>
<p><b>Decision SAT/15/03: Adoption of the Terms of Reference of CAFSAT Network Management Committee</b></p> <p><i>That:</i></p> <p><i>The CAFSAT Network Management Committee (CNMC) Terms of Reference be adopted as presented in <b>Appendix G</b> to the present report.</i></p>	<b>Implemented</b>	
<p><b>Conclusion SAT/15/13: Investigation of missing Flight Plans</b></p> <p><i>That:</i></p> <p><i>SAT States set up a consolidated investigation form involving both technical and operational aspects to conduct periodic missing flight plans assessment.</i></p>	<b>On going</b>	<p><b>Need of an assessment procedure</b></p>
<p><b>Conclusion SAT/15/14: Harmonization of AFS maintenance procedures and AFS statistics data collection</b></p> <p><i>That:</i></p> <ol style="list-style-type: none"> <li>1) <i>SAT States endeavour to agree to minimize the Mean Time Between Failure (MTBF) of AFS systems by harmonizing their maintenance methodologies in terms of maintenance organization, procedures and maintenance personnel exchange;</i></li> <li>2) <i>The statistics of AFS performance be collected and shared among SAT States with copy to ICAO for compilation and analysis.</i></li> </ol>		

Conclusions and Decisions	Implementation Status	Remarks
<p><b>Conclusion SAT/15/15: Modernization of CAFSAT Network</b></p> <p><i>That:</i>  <i>In the framework of the Terms of Reference of the CAFSAT Management Committee, SAT States develop a joint technical evaluation for a comprehensive modernization and re-engineering of CAFSAT Network.</i></p> <p><i>The modernization process should ensure a balanced interconnection with existing networks and guarantee end to end operations interoperability.</i></p>	<b>On going</b>	<b>Adressed by CNMC st meeting</b>
<p><b>Conclusion SAT/15/16: Implementation of AIDC /OLDI in SAT</b></p> <p><i>That:</i>  <i>SAT States be encouraged to implement AIDC messages interchange where possible, as technical action to reduce human errors in coordination operations between neighbouring ACCs</i></p>	<b>Not implemented</b>	

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