



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

**Seventeenth Meeting on the improvement of Air Traffic Services
over the South Atlantic (SAT/17)
Las Palmas, Canarias, 18 to 20 April 2012**

Agenda Item 2: Air traffic management (ATM)

2.1 Follow up of SAT/16 Conclusions pertaining to the ATM field

Agenda Item 3: Communications, Navigation and Surveillance (CNS)

3.1 Follow up of SAT/16 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/16 meeting** (Recife, Brazil, 04 to 06 May 2011)

Reference:

SAT/16 meeting report

1. Introduction

- 1.1 This Working Paper presents the status of implementation of Conclusions and Decisions adopted by the SAT/16 Meeting held in Recife, Brazil from 04 to 06 May 2011. Follow-up actions indicated in the tables have been established according to information available at the secretariat.

2. Action Required

- 2.1 The meeting is invited to:
- a) Review and up-date the implementation status of SAT/16 Conclusions and Decisions at **Appendix A**.
 - b) Agree on any other follow-up action thereon.

Appendix A

Status of Conclusions and Decisions related to SAT/16 Meeting

Conclusions and Decisions	Implementation Status	Remarks
<p>Conclusion SAT16/01: Unknown traffic in the South Atlantic (follow-up on conclusion SAT15/07)</p> <p><i>That:</i></p> <p><i>In view of the longstanding problems of unknown traffic and coordination issues in the South Atlantic,</i></p> <p><i>a) Argentina, Brazil and Uruguay will continue joining their efforts to address all the challenges in terms of infrastructure and operational procedures in order to enhance the safety in the area concerned.</i></p> <p><i>b) The three States will develop a Safety Case covering the area concerned, in order to determine the hazards, assess the safety risks and propose resolution/mitigation actions, under the leadership of the ICAO SAM regional office.</i></p> <p><i>c) Any other SAT member may participate in the Safety Case on request, by providing traffic data/information</i></p> <p><i>d) The States will ask SAM regional office to send the finding of the Safety Case to be discussed at high level within ICAO, and ICAO to ensure the corrective actions are implemented.</i></p>	ongoing	The three States and ICAO Lima will report to this meeting on the issue
<p>Conclusion SAT 16/02: Routes in AORRA in contingency situation:</p> <p><i>That</i></p> <p><i>a) All fixed routes, suspended within the AORRA airspace, remain available on chart and in aircraft databases through their constitutive waypoints as published</i></p> <p><i>b) In case of contingency situation, those to be reactivated be published by notam with their relevant waypoints, by ANSPs.</i></p>	Implemented	
<p>Conclusion SAT 16/03: Extension of the AORRA boundary from lat 0° to 4°N</p> <p><i>That</i></p> <p><i>A Working Group comprising Dakar ACC, Abidjan ACC, Accra ACC Roberts ACC, ASECNA and IATA is established with the mandate to discuss the extension of the AORRA boundary from the equator to the latitude 04°N line, and the new gates and transitions routes to be created, as proposed by IATA.</i></p>	Ongoing	A side meeting of the Working Group will be held in fringe of the SAT17 meeting to consider the issue
Conclusion SAT16/04: Supplemental AORRA information		

<p><i>That</i></p> <ol style="list-style-type: none"> <i>1. Each SAT Member State designate a contact person responsible for the management and upkeep of the information on AORRA</i> <i>2. South Africa will coordinate with other SAT members the development of a comprehensive operational document and present the draft to the next SAT meeting, in order to harmonize their respective operational information in terms of AORRA operations.</i> 	ongoing	South Africa will report to this meeting. The issue will be considered under agenda item 2.3
<p>Conclusion SAT16/05: Data for risk assessment</p> <p><i>That</i></p> <p><i>Apart from LHD/LD monthly report, States provide SATMA with data regarding 2010/2011 traffic following, if possible, the DATA models of document “DATA NEEDED FOR EUR/SAM MONITORING AND ASESSMENTS” published in SATMA website (www.satmasat.com)</i></p>	continuous	SATMA will report on the issue
<p>Conclusion SAT16/06: Common additional procedures to prevent LHD,s</p> <p><i>That</i></p> <p><i>The modification to ICAO Doc.7030 proposed under Conclusion SAT/15/05 is amended 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 SLOP in cases where:</i></p> <ol style="list-style-type: none"> <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> <i>b) Doubts and impossible confirmation of a clearance issued by ATC</i> <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> 	ongoing	Proposal for amendment to Doc 7030 drafted by ICAO Dakar; under review by APIRG Secretary; will be forwarded soon to the Council and circulated to all States.

<p>Conclusion SAT16/07: LHD monitoring team</p> <p><i>That as per conclusion SAT14TF1/08 and Decision SAT15/01, States must continue sending to SATMA the monthly reports about deviations detected.</i></p>	Continuous	SATMA will report on the issue
<p>Decision SAT 16 /01: LHD reporting</p> <p><i>That the SATMA Altitude Deviation Form as amended and shown at Appendix C is adopted.</i></p>	implemented	
<p>Conclusion SAT16/08: Contingency plan for the SAT Area</p> <p><i>That</i></p> <ol style="list-style-type: none"> <i>1. Each SAT Member State designate a contact person responsible for the development of a common Contingency Plan for the SAT area</i> <i>2. South Africa circulate the draft Contingency Plan presented under WP05 to all SAT members for review and inputs, and present a final draft by end of June 2011</i> 	ongoing	South Africa will report to this meeting. The issue will be considered under agenda item 2.4
<p>Conclusion SAT16/09: South-Atlantic Interoperability Initiative to Reduce Emissions (SAIRE)</p> <p><i>That, SAT members</i></p> <ol style="list-style-type: none"> <i>a) support the SAIRE and any other initiative (Iflex, OPTIMI, INSPIRE, etc...) to improve energy efficiency and lower aircraft noise through the development and implementation of environmentally friendly procedures for all phases of flight</i> <i>b) make any effort to participate in any initiative within the framework of the SAIRE project.</i> 	continuous	
<p>Conclusion SAT/16/10: Implementation of the ATS/DS Circuit between Luanda and Atlantico</p> <p><i>That:</i></p> <ol style="list-style-type: none"> <i>a) In the framework of the Joint Technical Team for CAFSAT evaluation and re-engineering Spain, Team Leader , provide Brazil and Angola with the guidelines for planning of CAFSAT modernization plan by end of June 2011;</i> <i>b) Considering the a) results Angola and Brazil implement and operate the Luanda Atlantico ATS/DS circuit by the end of April 2012</i> 	On going	Spain Angola and Brazil to Report on this issue
<p>Conclusion SAT/16/11: Trials for extension of ATS-N5 Voice switching protocol</p> <p><i>That:</i></p>	On going	Spain to report on trials

<p><i>In accordance with the recommendation contained within the ICAO Manual on ATS Ground-Ground Voice Switching and Signalling (Doc 9804, Chapter 2 Section 2.3), SAT States pursue their effort to conducting the ATS-N5 Voice switching protocol through the following steps:</i></p> <ul style="list-style-type: none"> <i>a) Spain provide an update procedure for the implementation of ATS-N5 voice switching protocol in EUR/SAM area by 30th June 2011;</i> <i>b) Other SAT States report current VCCS capability to support ATS-N5 by 29 July 2011;</i> <i>c) Spain develops and conducts trials with the SAT States that comply with b) in coordination with the Joint Technical Team for CAFSAT modernization and re-engineering.</i> 		<p>States to report on their VCCS capability to support ATS-N5 protocol</p>
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<p><u>Decision SAT/16/02: Operational Requirements for ADS Data Sharing</u></p> <p><i>That:</i> <i>In order to establish technical, financial and legal aspects, SAT ATM/WG is urged to implement Decision SAT/15/02: ADS Data Sharing, by conducting the study on the operational requirements to be provided to the SAT CNS/WG for consideration during the next SAT/17 Meeting.</i></p>	On going	ATM WG to report
<p><u>Conclusion SAT/16/12: Development of Memorandum of Understanding for AMHS interconnection</u></p> <p><i>That:</i> <i>In order to ensure a coordinated AMHS interconnection, SAT States are encouraged to develop, if necessary, bilateral Memorandum of Understanding taking into consideration all the technical operational and administrative requirements.</i></p>	On going	States to report
<p><u>Conclusion SAT/16/13: Implementation of AMHS within the SAT region</u></p> <p><i>That:</i> <i>In order to take the benefit of ICAO provision in AMHS implementation process, SAT States who have not implemented AMHS, endeavor to participate in the forthcoming regional seminars and workshops organized by ICAO to support the implementation of AMHS regional Plans requirements.</i></p>	On going	States to report on this issue
<p><u>Conclusion SAT/16/14: Regular Evaluation of AFS performance</u></p> <p><i>That:</i> <i>SAT States forward the monthly availability of AFS (AFTN & ATS/DS) to the respective ICAO Regional Offices for compilation and analysis starting from first of June 2011 or commence the delivery of such information as soon as possible thereafter, while advising the relevant ICAO office of the intended date on which delivery of the information will commence.</i></p>	Partially implemented	Statistics received from Morocco, Cote D'Ivoire, Senegal, Mauritania through ASECNA
<p><u>Conclusion SAT/16/15: Development of a consolidated procedure for the analysis of missing Flight Plans</u></p> <p><i>That:</i> <i>In accordance with the Terms of Reference of SAT/CNS/WG, a draft consolidated procedure should be developed by ASECNA, by the end of year 2011, in order to properly mitigate the missing flight plans.</i></p>	On going	ASECNA to Report
<p><u>Conclusion SAT/16/16: ATS voice circuits implementation via REDDIG and CAFSAT VSAT networks</u></p> <p><i>That:</i></p>	On going	Concerned States to report on the issue

<p><i>Argentina, Brazil, French Guyana, Santa Maria, Senegal, South Africa, Trinidad & Tobago and Uruguay inform to the respective ICAO regional offices by the fifteen June 2011 their intention to implement ATS voice trials using a double hoop satellite link through the REDDIG and CAFSAT networks following the draft Action Plan presented as Appendix D to this report, in order to complete the pending direct circuit implementation between CAR /SAM and AFI region specified in their respective Air Navigation Plan (DOC 8733 & 7474).</i></p>		
<p><u>Conclusion SAT/16/17: ATS voice circuits implementation via AFISNET and CAFSAT VSAT networks</u></p> <p><i>That:</i></p> <p><i>Considering the operational coordination requirement, Brazil and Côte D'Ivoire, inform to their respective ICAO regional offices by the fifteen June 2011 through an agreed planning, their intention to implement ATS voice trials using a double hoop satellite link through the AFISNET and CAFASAT networks in order to satisfy the ATS coordination requirement between Abidjan and Atlantico ACCs.</i></p>	<p>On going</p>	<p>Brazil and cote d'Ivoire to report</p>
<p><u>Decision SAT/16/03: Adoption of the Report of the first meeting of CNMC</u></p> <p><i>That:</i></p> <p><i>The Report of the first meeting of CAFSTAT Network Management Committee (CNMC) is adopted as attached in APPENDIX E to this report.</i></p>	<p>Implemented</p>	
<p><u>Conclusion SAT/16/18: Active participation in CNMC meetings by CNMC members</u></p> <p><i>That:</i></p> <p><i>CNMC Members should endeavour to actively:</i></p> <p><i>a) Participate in CNMC regular meetings and technical specialized Task Forces /Study Groups and therefore,</i></p> <p><i>b) Provide the suitable support to their nominated delegates in accordance with the commitment they have taken under the Terms of Reference and Work Programme of CNMC.</i></p>	<p>Still valid</p>	
<p><u>Conclusion SAT/16/19: Development of CAFSAT Earth Stations Performance Data Collection Form (PDCF)</u></p> <p><i>That:</i></p> <p><i>In accordance with ICAO guidelines on Performance of Very Small Aperture Terminals (VSAT), ASECNA and GHANA, already tasked by SNMC Conclusion 18/ 02 for the matter, develop and submit to next CNMC meeting, a draft Earth Stations Performance Data Collection Form (PDCF) aiming to facilitating the future automation of the collection and the monitoring of CAFSAT stations performance data, taking into consideration the most sensitive</i></p>	<p>On going</p>	<p>The PDCF has been adopted by APIRG 17 for the AFI Region</p>

<p><i>components of the network.</i></p> <p>Note: <i>List of sensitive components: Modems, UP/down Converters, SSPA , Antenna Feed....</i></p>		
<p>Decision SAT/16/04: Utilization of provisional templates for the collection of the Performance data statistic of CAFSAT nodes</p> <p><i>That:</i></p> <p><i>Meanwhile the complete development of the PDCF (Conclusion SAT/16/19 refers) for the automation of the monitoring of the Network Performance, CAFSAT members adopt the templates attached in Appendix F and report quarterly to the current CNMC manager with copy to relevant ICAO Regional Offices.</i></p>	Still valid	States to report No filled template was received within WACAF
<p>Conclusion SAT/16/20: Development of a Roadmap for CAFSAT joint technical evaluation and re-engineering</p> <p><i>That:</i></p> <p><i>In accordance with ICAO guidance materials (Annexe X, Vol 1, Attachment F: Guidance material concerning reliability and availability of radiocommunications and navigation aids; ICAO Guidelines on Performance of Very Small Aperture Terminal (VSAT) Networks) CNMC member states develop a Roadmap for a Joint Technical Evaluation and re-engineering in the view of ensuring an efficient and optimized modernization of CAFSAT Network taking into consideration:</i></p> <p><i>Required service performance level of the network to support the operation and development of sensitive current and forthcoming CNS/ATM components;</i></p> <p><i>CAFSAT interoperability with its neighboring networks;</i></p> <p><i>Maintenance fundamental parameters governing service availability, continuity and integrity such as: reliability, turn over statistics, maintenance personnel expertise;</i></p> <p><i>Cost-effectiveness;</i></p>	On going	A joint technical team has been established with Terms of Reference Led by Spain
<p>Decision SAT/16/05: Establishment of a Joint Technical Team for CAFSAT Network evaluation and re-engineering</p> <p><i>That:</i></p> <p><i>A Joint Technical Team for CAFSAT network evaluation and re-engineering (JTT) is established with Terms of Reference and Work Programme presented in Appendix G to this report.</i></p>	On going	Spain circulated a draft roadmap for the evaluation and re engineering project
<p>Conclusion SAT/16/21: Development of a harmonized Interface Communication Documentation</p> <p><i>That:</i></p> <p><i>In accordance with their Regional Plan AFI SAT States develop Interface Communication Documents (ICD) taking in consideration the existing ICD in the SAM Region in order to facilitate an harmonized AIDC implementation and operation in the SAT region.</i></p>	Still valid	AFI States to report
<p>Decision SAT 16/06: SAT/FIT/6 Report</p> <p><i>That The SAT/16 Meeting approved the SAT/FIT/6 Report and its</i></p>	Implemented	

<i>conclusions</i>		
<u>Decision SAT 16 /07:</u> Amendment to the work programmes of the ATM/WG and the CNS/WG <i>That the work programmes of ATM/WG and CNS/WG are amended as shown at Appendix H to this report</i>	done	