



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THIRTEENTH MEETING OF THE AFI PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APIRG/13)**

Sal, Cape Verde, 25 -29 June 2001

Agenda Item 7.3 : Informal SAT Co-ordination meetings
Presented by the Secretariat

SUMMARY

This paper highlights the activities of the informal SAT co-ordination meetings for the improvement of air traffic services in the corridor between Europe and South America (EUR/SAM corridor), since the APIRG/12 Meeting.

1. INTRODUCTION

1.1 Informal South Atlantic Co-ordination meetings are being organised pursuant to AFI/7 RAN Meeting Recommendation 5/11 with a view to explore ways and means of improving the provision of air traffic services in the corridor between Europe and South America (EUR/SAM corridor). The CAR/SAM/3 RAN Meeting under Recommendation 5/30 also recognized the importance of interregional coordination and enhancements to the provision of air traffic services noted with the framework of informal SAT meetings.

1.2 The fourth meeting of the ALLPIRG/Advisory Group which was held in Montreal from 6 - 8 February 2001, under conclusion 4/2 also stressed the importance of interregional meetings, as and when required, to address the specifically focused interface problems and other issues of neighboring States and/or neighboring regions as a whole and laid down the necessary framework for interregional coordination meetings.

2. Discussion

2.1 Since APIRG/12 Meeting, the activities of the SAT informal co-ordination meetings were dedicated to the following issues:

Collection of Air Traffic Statistical data

2.2 The collection/ analysis of air traffic statistical data within the corridor is a pre-requisite to the improvements in the fields of air traffic services and the meeting had to develop a methodology for the collection of air traffic statistical data in the corridor for carrying out safety assessments. Spain, the South Atlantic Monitoring Agency (SATMA) is responsible for the collection and analysis of statistical data in the EUR/SAM corridor.

Processing of flight Plans

2.3 The meeting noted with concern that one important impediment to improvements in the provision of air traffic services in the EUR/SAM corridor, is the lack of flight plans. It is noted that many flight plans for flights originating mainly from Europe are not received at the ACCs concerned and indications are that the problem may lie at the level of the flight data processing systems (FDPS) in Europe. To that effect, the SAT meeting is exploring ways and means of solving this problem, in co-ordination with Euro Control and the ICAO, EUR/NAT Office.

Amendments to the Regional Supplementary Procedures Doc 7030 (SUPPs)

2.4 Amendments to the SUPPs for the inclusion of provisions regarding RNP10 operations, in-flight contingencies and the implementation of RVSM have already been developed and has been finalized with HQ and consultations have been made with States and Organisations concerned.

Safety assessments

2.5 Spain, has accepted to establish a monitoring agency for ensuring the safe implementation of RVSM and RNP 10 in the EUR/SAM corridor and to this effect, the South Atlantic Monitoring Agency (SATMA) has carried out safety assessments for ensuring that the target level of safety be not infringed. Implementation of RNP 10 and RVSM is subject to the conclusive results of the safety assessments.

Crossing track operations

2.6 The meeting noted the requirement for the creation of additional ATS routes from Johannesburg/Cape Town to Atlanta. The need for the establishment of established ATS routes with fixed entry/exit points within the EUR/SAM corridor route network was emphasized and it was agreed that South Africa and the United States will develop a proposal to that effect within the framework of routing area AR-2/HA-8 meetings.

Communications/ Co-ordination problems

2.7 The meeting addressed communications/co-ordination problems between South Africa, and Argentina, Brazil and Uruguay respectively. It was agreed that the use of VSAT technology will resolve the persisting communications/co-ordination problems in the area.

Time scales for the implementation of RNP 10 and RVSM

2.8 The meeting reviewed the time scales for the implementation of RNP 10 and RVSM in the corridor.

Establishment of Technical Working Groups (TWG)

2.9 As part of a SAT meeting mechanism, two TWGs were created with a view to plan for the evolutionary implementation of CNS/ATM in the corridor in accordance with the AFI and SAM CNS/ATM implementation plans and to explore ways and means of achieving further enhancements in airspace capacity by exploiting emerging technologies and in particular, taking advantage, where appropriate, of rationalization, integration and harmonisation of systems.

3. Action by the meeting

3.1 APIRG is invited to :

a) take note of the Report of the SAT Group Informal Meeting, and the progress made in the improvement of air navigation services in the EUR/SAM Corridor, including progressive implementation of CNS/ATM elements; and

b) encourage the work being carried out through the SAT Informal Group and its contribution to inter-regional co-ordination between ICAO AFI , EUR and SAM Regions.
