



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**THIRTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER  
THE SOUTH ATLANTIC (SAT/13)**

**(Spain, Canary Island, 24 — 27 April 2006)**

**SUMMARY OF CONCLUSIONS**

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

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*Missing Flight Plans*

**CONCLUSION SAT/13/01: ACTION PLAN TO AVOID THE LACK OF FLIGHT PLANS**

**THAT:**

- a) **SAT ACCs EXPERIENCING THE PROBLEM OF MISSING FLIGHT PLANS CONTINUE TO ANALYZE AND CONDUCT INVESTIGATIONS ON THE RELATED CONTRIBUTING FACTORS IN REAL TIME, USING THE FORM SHOWN AS APPENDIX 1A TO THIS PART OF THE REPORT; AND**
- b) **STATES EXPLORE THEIR ATM SYSTEM CAPABILITIES TO ACCOMMODATE AUTOMATIC EXCHANGE OF COORDINATION MESSAGES.**

*RVSM and RNP post-implementation safety assessments*

**CONCLUSION SAT/13/02: COLLECTION OF LARGE HEIGHT DEVIATION (LHD) AND LATERAL DEVIATION (LD) IN  
THE EUR/SAM CORRIDOR**

**THAT STATES AND ORGANIZATIONS CONCERNED:**

- a) **REPORT LARGE HEIGHT DEVIATION (LHD) AND LATERAL DEVIATION (LD) DATA, USING AND FILLING UP EXHAUSTIVELY THE FORMS SHOWN AT APPENDICES 1B AND APPENDIX 1C TO THIS PART OF THE REPORT;**
- b) **FORWARD LHD AND LD DATA TO SATMA BY THE 10TH OF EACH MONTH, INCLUDING WHEN NO DEVIATIONS ARE RECORDED; AND**
- c) **CONSIDER THE DIAGRAM AND THE DESCRIPTIVE CODES FOR VERTICAL ERRORS CONTAINED IN APPENDIX 1D TO THIS PART OF THE REPORT WHEN EVALUATING THE TIME SPENT BY AN AIRCRAFT AT AN UNEXPECTED FLIGHT LEVEL (OR ALTITUDE) FOR THE PURPOSES OF INFORMING SATMA.**

*Special Procedures for In-Flight Contingencies in Oceanic Airspace*

**CONCLUSION SAT 13/03: IMPLEMENTATION OF 15 NM LATERAL OFFSET SPECIAL PROCEDURES FOR IN FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE OF EUR/SAM CORRIDOR**

**THAT:**

- a) **THOSE AFI STATES AND CONCERNED ORGANIZATIONS PROVIDING AIR TRAFFIC SERVICES IN THE EUR/SAM CORRIDOR MAKE SUITABLE ARRANGEMENTS TO IMPLEMENT THE 15 NM LATERAL OFFSET SPECIAL PROCEDURES FOR IN FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE AS REFLECTED IN DOC 4444, ON THE AIRAC DATE OF 7 JUNE 2006. A SPECIMEN NOTAM FOR USE BY STATES AND CONCERNED ORGANIZATIONS IS SHOWN AT APPENDIX 1E TO THIS PART OF THE REPORT; AND**
- b) **THE ICAO SECRETARIAT EXPEDITE THE PROCESSING OF THE CORRESPONDING AMENDMENT TO DOC. 7030**

**CONCLUSION SAT 13/04: AIP SUPPLEMENT ON RNP10 AND RVSM POST-IMPLEMENTATION PROCEDURES APPLICABLE IN THE EUR/SAM CORRIDOR**

**THAT THOSE STATES WHICH HAVE NOT YET DONE SO PUBLISH AN AIP SUPPLEMENT ON RNP10 AND RVSM OPERATIONS POST-IMPLEMENTATION PROCEDURES APPLICABLE IN THE EUR/SAM CORRIDOR, USING AS REFERENCE THE SPECIMEN SHOWN AT APPENDIX 1F TO THIS PART OF THE REPORT.**

*Introduction of Random RNAV Routing*

**CONCLUSION SAT 13/05: IMPLEMENTATION OF AORRA AIRSPACE (PHASE I)**

**THAT, PENDING THE IMPLEMENTATION OF ANGOLA'S PLANS AIMED AT IMPROVING COMMUNICATIONS IN LUANDA OCEANIC FIR:**

- a) **ANGOLA, ARGENTINA, BRAZIL AND SOUTH AFRICA TAKE THE APPROPRIATE MEASURES TO PUBLISH A NOTAM, BEFORE 11 MAY 2006, DELAYING THE AORRA (PHASE I) IMPLEMENTATION TO 31 AUGUST 2006 (AIRAC); AND**
- b) **ANGOLA EXPEDITE THE IMPROVEMENT OF COMMUNICATIONS IN LUANDA OCEANIC FIR NO LATER THAN 31 JULY 2006, AND IMPLEMENT AN ADEQUATE AIRSPACE CLASSIFICATION THEREIN.**

**CONCLUSION SAT13/06: NEED FOR CONTINGENCY ARRANGEMENTS AIMED AT UPGRADING THE LEVEL OF AIR SAFETY IN LUANDA OCEANIC FIR**

**THAT, AS A MATTER OF URGENCY IN THE INTEREST OF THE SAFETY OF INTERNATIONAL AIR NAVIGATION IN OVER THE OCEANIC AIRSPACE,**

- a) **ANGOLA UPDATE AND PUBLISH A NEW AERONAUTICAL INFORMATION (NOTAM) ON APPLICABLE PROCEDURES FOR USERS' GUIDANCE WHEN EXPERIENCING RADIO COMMUNICATIONS FAILURE WITH LUANDA ACC; AND**
- b) **THE ICAO REGIONAL OFFICES, DAKAR AND NAIROBI BE REQUESTED TO FACILITATE THE NECESSARY ARRANGEMENTS BETWEEN THE ANGOLA AND SOUTH AFRICA OR ANY OTHER NEIGHBORING STATE IN A POSITION TO PROVIDE ASSISTANCE, WITH A VIEW TO IMPROVING THE LEVEL OF AIR SAFETY IN THE SHORT TERM WITHIN LUANDA OCEANIC FIR.**

*Review of the Report of the New Airspace Structure Study Group*

**CONCLUSION SAT/13/07: TRAFFIC DATA TO BE PROVIDED TO SATMA**

THAT BRAZIL, CAPE VERDE AND SENEGAL PROVIDE SATMA WITH THE STATISTICS OF TRAFFIC THAT FLEW OUTSIDE CANARIAS FIR OVER THE PERIOD FROM JANUARY TO NOVEMBER 2005 AND, THAT AFFECT EUR/SAM CORRIDOR, BETWEEN FL 290 AND 410. THE REQUIRED DATA SHALL BE FORWARDED TO SATMA NO LATER THAN JUNE 7, 2006.

**CONCLUSION SAT 13/08: ADOPTION OF THE ACTION PLAN TO IMPLEMENT AN UNIDIRECTIONAL FLAS IN THE EUR/SAM CORRIDOR**

THAT, IN COORDINATION WITH ICAO, BRAZIL, CAPE VERDE, SENEGAL, SPAIN, SATMA AND IATA TAKE APPROPRIATE MEASURES TO IMPLEMENT THE ACTION PLAN SHOWN AT APPENDIX 1G TO THIS PART OF THE REPORT IN VIEW OF A NEW FLIGHT LEVEL ALLOCATION SCHEME (FLAS) ON ATS ROUTES UN 741 AND UN 866 ON THE TENTATIVE TARGET DATE OF APRIL 12, 2007.

**CONCLUSION SAT 13/09: EUR/SAM CONTINGENCY PLAN**

THAT SPAIN COORDINATE WITH OTHER SAT STATES CONCERNED THE DEVELOPMENT OF A COMPREHENSIVE ATS CONTINGENCY PLAN FOR THE EUR/SAM CORRIDOR IN ACCORDANCE WITH ICAO PROVISIONS IN ANNEX 11 AND DOC 9426, AND PRESENT THE RESULT TO THE NEXT SAT TASK FORCE MEETING.

*Retention of ATS Routes included in the AORRA airspace for contingencies reasons*

**CONCLUSION SAT13/10: RETENTION OF ATS ROUTES WITHIN AORRA AIRSPACE**

THAT THE STATES INVOLVED IN THE AORRA IMPLEMENTATION SHOULD RETAIN A MINIMUM NUMBER OF SELECTED ATS ROUTES WITHIN THE AORRA AIRSPACE, BUT HOWEVER SUSPEND THOSE PORTIONS OF THE ROUTES IDENTIFIED, WHICH ARE WITHIN THE BOUNDARIES OF THE AORRA. SUCH ROUTE PORTIONS ARE TO BE ACTIVATED IN CASE OF CONTINGENCY MEASURES.

**Agenda item 2: Communications, Navigation and Surveillance**

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*VSAT Networks Interconnection*

**CONCLUSION SAT13/11: IMPLEMENTATION OF ATLANTICO/LUANDA ATS/DS CIRCUIT**

THAT ANGOLA, BRAZIL AND SOUTH AFRICA CONSIDER THE IMPLEMENTATION OF ATLANTICO/LUANDA ATS/DS LINK VIA JOHANNESBURG THROUGH CAFSAT/SADC INTERCONNECTION.

**CONCLUSION SAT13/12: IMPLEMENTATION OF LAS PALMAS/NOUADHIBOU AND LAS PALMAS/NOUAKCHOTT ATS/DS LINKS**

THAT AENA (SPAIN) AND ASECNA EXPLORE WAYS AND MEANS OF SOLVING AS SOON AS POSSIBLE THE ATS/DS DEFICIENCIES BETWEEN LAS PALMAS AND NOUAKCHOTT AND BETWEEN LAS PALMAS AND NOUADHIBOU ATS UNITS, BASED ON THE AGREED PRINCIPLE OF INTERCONNECTING AFISNET-CAFSAT AS THE OPTIMAL TECHNICAL SOLUTION.

**CONCLUSION SAT13/13: AERONAUTICAL COMMUNICATIONS NETWORK DEVELOPMENT STRATEGIES**

**THAT SAT STATES AND ORGANIZATIONS CONCERNED:**

- a) **TAKE THE PROPER ACTIONS TO ACHIEVE AND APPLY COMPREHENSIVE STRATEGIES FOR THE INTERCONNECTION OF VSAT NETWORKS TO MEET ATS REQUIREMENTS IN THE SOUTH ATLANTIC AREA;**
- b) **WORK TOWARDS SEAMLESS REGIONAL/INTER-REGIONAL DIGITAL COMMUNICATION NETWORKS BASED ON THE INTERNET PROTOCOL SUITE (IPS);**
- c) **GIVE DUE CONSIDERATION TO MANAGED NETWORK SERVICES (E.G. A VIRTUAL PRIVATE NETWORK (VPN)) SUBJECT TO AVAILABILITY AND COST EFFECTIVENESS.**

**CONCLUSION SAT13/14: STANDARDIZATION OF THE INTERNET PROTOCOL SUITE AND NEED FOR END-TO-END PERFORMANCE REQUIREMENTS**

**THAT ICAO BE REQUESTED TO EXPEDITE ITS WORK ON:**

- a) **THE STANDARDIZATION OF THE INTERNET PROTOCOL SUITE FOR THE STATES AND ORGANIZATIONS TO IMPLEMENT IT IN CONFORMITY WITH ARTICLE 28 OF THE CHICAGO CONVENTION; AND**
- b) **THE ESTABLISHMENT OF A UNIVERSALLY AGREED SET OF END-TO-END PERFORMANCE REQUIREMENTS TO FACILITATE THE FORMULATION AND ADMINISTRATION OF CONTRACTS FOR OBTAINING MANAGED NETWORK SERVICES.**

**CONCLUSION SAT13/15: COMMUNICATIONS SYSTEMS UPGRADING AND MAINTENANCE**

**THAT SAT STATES AND ORGANIZATIONS CONCERNED TAKE THE NECESSARY STEPS TO UPGRADE AS REQUIRED AND SECURE SPARE PARTS OF OPERATIONAL EQUIPMENT IN ORDER TO MINIMIZE ANY POTENTIAL CRITICAL IMPACT ON THE CURRENT COMMUNICATIONS SYSTEM.**

*AFS Performance*

**CONCLUSION SAT13/16: ATS/DS LINKS LAS PALMAS/NOUADHIBOU AND LAS PALMAS/NOUAKCHOTT**

**THAT, TO ELIMINATE THE CURRENT DEFICIENCIES, THE ATS/DS LINKS LAS PALMAS/NOUADHIBOU AND LAS PALMAS/NOUAKCHOTT BE IMPLEMENTED BY AENA (SPAIN) AND ASECNA BASED ON THE AGREED PRINCIPLE OF AFISNET/CAFSAT INTERCONNECTION.**

**CONCLUSION SAT13/17: ATS VOICE NUMBERING PLANS FOR AFI AND SAM REGIONS**

**THAT SAT STATES, ORGANIZATIONS CONCERNED AND ICAO REGIONAL OFFICES, DAKAR AND LIMA TAKE THE NECESSARY STEPS TO INCLUDE IN GREPECAS AND APIRG WORK PROGRAMMES STUDIES ON THE IMPLEMENTATION OF ATS VOICE NUMBERING PLANS FOR AFI AND SAM REGIONS, AS DEFINED BY THE RECOMMENDATION CONTAINED WITHIN THE ICAO MANUAL ON ATS GROUND-GROUND VOICE SWITCHING AND SIGNALLING (DOC 9804, CHAPTER 2 SECTION 2.3).**

**CONCLUSION SAT13/18: IMPLEMENTATION OF ATS No.5 PROTOCOL IN THE SAT AREA**

**THAT:**

- a) **SAT STATES AND ORGANIZATIONS BE ENCOURAGED TO CARRY OUT TECHNICAL RESEARCH AND IN-DEPTH INVESTIGATIONS ON THEIR SYSTEMS IN VIEW OF A POTENTIAL IMPLEMENTATION OF THE ATS No.5 PROTOCOL IN THE SAT AREA, IN ACCORDANCE WITH ICAO GUIDANCE MATERIAL CONTAINED IN ANNEX 10 AND DOC 9804;**
- b) **CAPE VERDE, PORTUGAL, SPAIN AND ASECNA IMPLEMENT TRIALS IN ORDER TO ESTABLISH THE PREREQUISITES RELATED TO THE IMPLEMENTATION OF ATS-N5 SIGNALLING USING VSAT LINKS AND APPROPRIATE CODECS (AS REQUIRED); AND**
- c) **SAT CNS WORKING GROUP WORK PROGRAMME BE AMENDED TO INCLUDE THE ANALYSIS OF ALL ASPECTS RELATED TO THE IMPLEMENTATION OF ATS No.5 PROTOCOL.**

**CONCLUSION SAT13/19: AMENDMENT PROPOSALS TO AFI AND SAM AFTN ROUTING DIRECTORIES**

**THAT AFI AND SAM AFTN ROUTING DIRECTORIES BE AMENDED TO INCORPORATE EZEIZA/JOHANNESBURG AND JOHANNESBURG/RECIFE CIRCUITS.**

**Agenda Item 3: CNS/ATM systems**

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*Review of the Report of the FANS1/A Interoperability Team*

**CONCLUSION SAT13/20: IMPLEMENTATION OF ADS/CPDLC PLANS BY SAT STATES**

**THAT SAT STATES AND ORGANIZATIONS BE ENCOURAGED TO COMPLY WITH THEIR ADS/CPDLC IMPLEMENTATION PLANS IN A TIMELY MANNER.**

**CONCLUSION SAT13/21: NEED FOR A CONSOLIDATED DATABASE FOR FANS1/A EQUIPPED AIRCRAFT**

**THAT A CONSOLIDATED DATABASE BE CREATED TO IDENTIFY FANS1/A EQUIPPED AIRCRAFT OPERATING IN THE SOUTH ATLANTIC.**

**CONCLUSION SAT13/22: PARTICIPATION OF REGULATORS AND MAIN AIRLINES IN SAT/FIT MEETINGS**

**THAT:**

- a) **IN CASES WHERE THE REGULATORS ARE DIFFERENT THAN THE AIR NAVIGATION SERVICE PROVIDERS, SAT STATES SHOULD ENSURE PARTICIPATION OF REGULATORS IN SAT/FIT MEETINGS IN ORDER TO HAVE FULL COMMITMENT TO THE IMPLEMENTATION PLAN; AND**
- b) **MAIN AIRLINES REPRESENTATIVES SHOULD ALSO PARTICIPATE IN SAT/FIT MEETINGS.**

*RVSM implementation*

**CONCLUSION SAT13/23: PROCEDURES APPLICABLE TO NON-RVSM CAPABLE AIRCRAFT IN THE SOUTH ATLANTIC DUE TO COMMUNICATIONS FAILURE**

THAT, IN VIEW OF SITUATIONS WHERE AN AIRCRAFT MIGHT LOSE RVSM CAPABILITY, IN THE OCEANIC AIRSPACE, DUE TO COMMUNICATIONS FAILURE AFFECTING MASPS, SAT STATES INCLUDE IN THEIR RESPECTIVE LETTERS OF PROCEDURES THE PROVISION THAT A 2000 FT VERTICAL SEPARATION FROM OTHER AIRCRAFT SHALL BE APPLIED TO THAT FLIGHT AND THAT THE AIRCRAFT BE ALLOWED TO CONTINUE AS PER THE FILED FLIGHT PLAN UNTIL WITHIN RANGE OF ITS DESTINATION OR SUITABLE ALTERNATE BEFORE BEING REQUIRED TO CLEAR RVSM DESIGNATED AIRSPACE, TAKING INTO ACCOUNT RESTRICTIONS PUBLISHED FOR SPECIFIC AIRSPACE PORTIONS.

**CONCLUSION SAT13/24: AFI STATES' COOPERATION WITH ARMA IN DATA COLLECTION**

THAT AFI STATES BE REQUESTED TO FULLY COOPERATE IN PROVIDING AFI REGIONAL MONITORING AGENCY (ARMA) WITH TIMELY AND EXHAUSTIVE INFORMATION IN ORDER FOR THE RMA TO PERFORM ITS DUTIES AND RESPONSIBILITIES IN AN EFFICIENT AND EFFECTIVE MANNER.

**CONCLUSION SAT13/25: IMPLEMENTATION OF AMHS**

THAT:

- a) SAT STATES AND ORGANIZATIONS TAKE ADVANTAGE OF THE EXPERIENCE GAINED BY ARGENTINA AND SPAIN IN THE DEPLOYMENT OF AMHS SYSTEMS IN THE SAT AREA; AND
- b) ARGENTINA, CAPE VERDE AND SPAIN ARRANGE FOR THE INTERCONNECTION OF THEIR AHMS SYSTEMS, ON A TRIAL BASIS, AND PRESENT THE RESULTS TO THE NEXT SAT MEETING.

**Agenda Item 4: Future work programme**

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*Future work programme*

**DECISION SAT13/26: FUTURE WORK PROGRAMME**

THAT THE SAT GROUP WORK PROGRAMME BE AMENDED AS PER APPENDICES XX, XX AND XX TO THIS REPORT.

**Agenda Item 5: Any other business**

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*SARSAT/COSPAS points of contact*

**CONCLUSION SAT13/27: SARSAT/COSPAS SPOCS**

THAT THE ICAO REGIONAL OFFICE, DAKAR COORDINATE WITH SAT AFI STATES AND ORGANIZATIONS CONCERNED THE UPDATING OF SARSAT-COSPAS POINTS OF CONTACT ADDRESSES AND FORWARD THE UPDATED INFORMATION TO THE SARSAT-COSPAS MISSION CONTROL CENTER (MCC) LOCATED IN MASPALOMAS, SPAIN.

**TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE SAT  
ATM WORKING GROUP (ATM/WG)**

- Considering the evolutionary implementation of CNS/ATM systems in areas of routing AR1/HA1 and AR2/HA8 as defined in the Global Air Navigation Plan (ICAO Doc 9750), the Task Force should explore ways and means to achieve further enhancements in ATM capacity and aeronautical telecommunications, and to implement CNS/ATM elements taking into consideration the timescales agreed for these areas of routing. It will be guided by the requirements identified in the AFI and CAR/SAM CNS/ATM Implementation Plans.
- *Note: The Task Force will adopt a pragmatic approach and may set up auxiliary bodies to carry out specific tasks, as necessary.*

**WORK PROGRAMME**

<b>TASK No.</b>	<b>SUBJECT</b>	<b>TARGET DATE</b>
1.	Analyze ATM deficiencies and make proposals for their elimination.	Continuous
2.	Monitor pre-implementation/post-implementation safety assessments (as applicable) for RVSM and RNP operations in the South Atlantic, including adjacent areas.	Continuous
3.	Study and evaluate RVSM, RNP/RNAV procedures applicable in the AFI/CAR/SAM and EUR/SAM Interface areas.	Continuous
4.	Monitor flight plan availability and propose appropriate corrective measures.	Continuous
5.	Oversee FANS 1/A system performance monitoring to ensure that the system continues to meet safety and interoperability requirements and that operations and procedures are working as specified.	Continuous
6.	Carry out studies on the establishment of a central reporting agency (CRA) and related institutional issues	SAT/14
7.	Harmonize ADS/CPDLC programmes developed by SAT States/FIRs and analyze cost-benefit aspects related to their implementation.	Continuous
8.	Maintain ADS/CPDLC operational guidance material updated.	Continuous
9.	Conduct studies related to the implementation of the Global ATM Operational Concept and other enabling concepts within the SAT area.	Continuous
10.	Continue studies related to the implementation of the AORRA airspace.	Continuous

- Note: The ATM/WG should take appropriate action on pressing issues and submit its proposal to the SAT/14 meeting.

**COMPOSITION**

- *The Task Force of multi-disciplinary nature shall comprise of experts from States responsible of FIRs in AFI and SAM routing areas AR1/AH2 and AR2/AH8 as defined in the Global Air Navigation Plan (ICAO Doc 9750), and experts from adjacent FIRs and international organizations.*
- **Rapporteur:** Spain
- *Tasks Nos. 5, 6, 7 and 8 are assigned to the SAT established FANS1/A Interoperability Team (FIT) with South Africa as Team Leader.*
- **Working arrangements:** *The ATM/WG should complete its work and submit its proposal to the SAT Group. The ATM/WG should work through electronic correspondence prior to meetings.*

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**TERMS OF REFERENCE, WORKING PROGRAMME AND COMPOSITION OF THE SAT STUDY GROUP ON THE IMPROVEMENT OF THE AIRSPACE STRUCTURE IN THE EUR/SAM CORRIDOR (IAS/SG)**

- To develop a strategy for the short-term, mid-term and long term for the implementation of a new airspace structure in the EUR/SAM Corridor with the end to improve the capacity and efficiency of the operations and to meet users needs.

**WORK PROGRAMME**

<b>TASK No.</b>	<b>SUBJECT</b>	<b>TARGET DATE</b>
1.	Analyze the current operational situation within the EUR/SAM Corridor taking into account statistics and users needs.	SAT/14
2.	Explore ways and means to restructure the EUR/SAM Corridor airspace	SAT/14
3.	Develop a short term plan using the current separation standards based on RNP10, including the implementation of new ATS routes.	SAT/14
4.	Analyze the advantages of introducing unidirectional ATS routes.	SAT/14
5.	Study the feasibility of implementing RNP4, using ADS/CPDLC functionalities.	SAT/14
6.	Continue studies to implement a random routing area, using ADS/CPDLC functionalities.	SAT/14
7.	Develop necessary cost benefit analysis for the different options.	SAT/14
8.	Establish means to develop the safety assessment for the different implementation options.	SAT/14
9.	Develop an action plan for the different implementation options.	SAT/14

**COMPOSITION**

- Brazil, Cape Verde, France, Portugal, Senegal, Spain, Trinidad and Tobago, United States, ASECNA and IATA.
- *Rapporteur: Spain.*
- *Working arrangements: The IAS/SG should take the appropriate action to complete its work and submit its proposals to the next meeting of the SAT Group. The IAS/SG should work through electronic correspondence prior to meetings.*

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**TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE  
SAT CNS WORKING GROUP (CNS/WG)**

- Considering the CAR/.SAM and AFI Air Navigation Plans, the SAT CNS/WG should explore ways and means of achieving further enhancements in ATM efficiency within in areas of routing AR1/HA1 AR-2/HA8 *as defined in the Global Air Navigation Plan (ICAO Doc 9750)*, by resorting to emerging technologies and, in particular, by taking advantage of rationalization, integration and harmonization of systems where appropriate.
- Implementation of new systems should be sufficiently flexible to accommodate existing and future services in an evolutionary and cost-effective manner.
- The associated institutional arrangements shall not inhibit competition among service providers complying with relevant ICAO Standards, Recommended Practices and Procedures.

**WORK PROGRAMME**

<b>TASK No.</b>	<b>SUBJECT</b>	<b>TARGET DATE</b>
1.	Analyze CNS deficiencies and make proposals for their elimination.	Continuous
2.	Carry out, as required, studies on the use of existing VSAT networks potentialities to cater for aeronautical telecommunication requirements in the SAT area. Such studies should include coordination issues, service channel interfaces, monitoring and control, system architecture, new services, user interfaces and bandwidth monitoring.	Continuous
3.	Undertake investigations on the lack of flight plans, including individual cases, with emphasis on the aeronautical fixed telecommunication network (links, switching centres, routing directory and transit time statistics).	Continuous
4.	Carry studies and make proposals to achieve end-to-end interoperability of ATM applications, in accordance with the ATM global operational concept.	SAT/14
5.	Evaluate the feasibility of using existing or emerging digital VSAT networks (AFISNET, CAFSAT, REDDIG, SADC, etc.) to support ATS data link applications in an ATN environment.	SAT/14
6.	Considering the implementation time-frames in the AFI and SAM CNS/ATM implementation plans, address cost-benefit aspects for the use of CNS/ATM applications (as required).	Continuous
7.	In coordination with SAT ATM/WG, harmonize the technical aspects of ADS/CPDLC programmes developed by SAT States/FIRs and, in this connection, address issues such as use of common standards, transmission protocols, data formats, procedures, methods of work, etc.	SAT/14

**COMPOSITION**

- The CNS/WG being of multi-disciplinary nature shall comprise of experts from States responsible of FIRs in the area concerned, experts from adjacent FIRs and international organizations and the aeronautical industry.
- **Rapporteur:** Senegal.
- **Task Team leaders:** ASECNA (Tasks. Nos.2 and 4), South Africa (Task No.7)
- **Working arrangements:** The CNS/WG should complete its work and submit its proposal to the SAT. The CNS/WG should work through electronic correspondence prior to meetings.

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