



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

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**First Meeting of the SAT 13 Task Force (SAT 13/TF/1)  
(Cape Town , 21 – 23 February 2007)**

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**Agenda Item 1: Review and follow-up of the conclusions from Thirteenth SAT Meeting (SAT/13)**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the status of implementation of conclusions and discussions emanating from the **SAT/13 Meeting** which was held in Gran Canaria, Spain from 24 to 27 April 2006

**1. Introduction**

1.1 The Working Paper presents the Conclusions and Decisions adopted by the SAT/13 Meeting held in Gran Canaria, Spain from 24 to 27 April 2006, and actions taken thereon by SAT Members and the Secretariat.

**2. Action Required**

2.1 The Task Force is invited to:

Review and comment on implementation status of SAT/13 Conclusions and Decisions at Appendix A.

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Status of Conclusions and Decisions related to SAT/13 TF/1 Meeting

Conclusions and Decisions	Implementation Status	Remarks
<p><b>Conclusion SAT 13/01: Action plan to avoid the lack of flight plans</b></p> <p>That:</p> <p>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 1-A to this part of the report; and</p> <p>b) States explore their ATM system capabilities to accommodate automatic exchange of coordination messages.</p>	<i>In progress</i>	
<p><b>Conclusion SAT 13/02: Collection of Large Height Deviation (LHD) and Lateral Deviation (LD) in the EUR/SAM corridor</b></p> <p>That States and Organizations concerned:</p> <p>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;</p> <p>b) Forward LHD and LD data to SATMA by the 10th of each month, including when no deviations are recorded; and</p> <p>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.</p>	<i>In progress</i>	
<p><b>Conclusion SAT 13/03: Implementation of 15NM lateral offset special procedures for in-flight contingencies in oceanic airspace of EUR/SAM Corridor</b></p> <p>That:</p> <p>a) Those AFI States and concerned organizations providing air traffic services in the EUR/SAM corridor make suitable arrangements to implement the 15NM 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</p> <p>b) The ICAO Secretariat expedite the processing of the corresponding amendment to Doc. 7030</p>	<i>Implemented</i>	
<p><b>Conclusion SAT 13/04: AIP Supplement on RNP10 and RVSM post-implementation procedures applicable in the EUR/SAM Corridor</b></p> <p>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.</p>		

<p><b>Conclusion SAT 13/05: Implementation of AORRA airspace (Phase I)</b></p> <p>That, pending the implementation of Angola's plans aimed at improving communications in Luanda Oceanic FIR:</p> <p>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 on 31 August 2006 (AIRAC); and</p> <p>b) Angola expedite the improvement of communications in Luanda oceanic FIR no later than 31 July 2006, and implement an adequate airspace classification therein.</p>	<p><i>Implemented on 21/12/06</i></p> <p><i>Planned for 1 April 2007</i></p>	<p><i>FIRs concerned to comment</i></p> <p><i>Angola to confirm</i></p>
<p><b>Conclusion SAT 13/06: Need for contingency arrangements aimed at upgrading the level of air safety in Luanda Oceanic FIR</b></p> <p>That, as a matter of urgency in the interest of the safety of international air navigation over the oceanic airspace,</p> <p>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</p> <p>b) The ICAO Regional Offices, Dakar and Nairobi be requested to facilitate the necessary arrangements between the Angola and South Africa or any other neighbouring 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.</p>	<p><i>Not implemented</i></p>	<p><i>Angola to comment</i></p>
<p><b>Conclusion SAT 13/07: Traffic data to be provided to SATMA</b></p> <p>That Brazil, Cape Verde and Senegal provide SATMA with the statistics of traffic that flew outside Canaries 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.</p>		<p><i>SATMA</i></p>
<p><b>Conclusion SAT 13/08: Adoption of the Action Plan to implement an unidirectional FLAS in the EUR/SAM Corridor</b></p> <p>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.</p>		<p><i>FIRs</i></p>
<p><b>Conclusion SAT 13/09: EUR/SAM Contingency Plan</b></p> <p>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.</p>	<p><i>Continuous</i></p>	<p><i>To be discussed under AOB A/Item (5.2)</i></p>
<p><b>Conclusion SAT 13/10: Retention of ATS routes within AORRA airspace</b></p> <p>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.</p>	<p><i>Implemented</i></p>	
<p><b>Conclusion SAT 13/11: Implementation of Atlantico/Luanda ATS/DS circuit</b></p> <p>That Angola, Brazil and South Africa consider the implementation of Atlantico/Luanda ATS/DS link via Johannesburg through CAFSAT/SADC interconnection.</p>		<p><i>Angola/Brazil</i></p>

<p><b>Conclusion SAT 13/12: Implementation of Las Palmas/Nouadhibou and Las Palmas/Nouakchott ATS/DS links</b></p> <p>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</p>	<p><i>In Progress</i></p>	<p><i>Spain/ASECNA</i></p>
<p><b>Conclusion SAT 13/13: Aeronautical communications network development strategies</b></p> <p>That SAT States and Organizations concerned:</p> <p>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;</p> <p>b) Work towards seamless regional/inter-regional digital communication networks based on the Internet Protocol Suite (IPS);</p> <p>c) Give due consideration to manage network services (e.g. a virtual private network (VPN)) subject to availability and cost effectiveness.</p>		<p><i>CNS/WG</i></p>
<p><b>Conclusion SAT13/14: Standardization of the Internet Protocol Suite and need for end-to-end performance requirements</b></p> <p>That ICAO be requested to expedite its work on:</p> <p>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</p> <p>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.</p>		<p><i>CNS/WG</i></p>
<p><b>Conclusion SAT 13/15: Communications systems upgrading and Maintenance</b></p> <p>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.</p>		<p><i>CNS/WG</i></p>
<p><b>Conclusion SAT 13/16: ATS/DS Links Las Palmas/Nouadhibou and Las Palmas/Nouakchott</b></p> <p>That, to eliminate the current deficiencies, the ATS/DS links Las Palmas/Nouakchott be implemented by AENA (Spain) and ASECNA based on the agreed principle of AFISNET/CAFSAT interconnection</p>		<p><i>CNS/WG</i></p>
<p><b>Conclusion SAT 13/17: ATS Voice Numbering Plans for AFI and SAM Regions</b></p> <p>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).</p>		<p><i>CNS/WG</i></p>
<p><b>Conclusion SAT 13/18: Implementation of ATS No.5 Protocol in the SAT area</b></p> <p>That:</p> <p>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;</p>		<p><i>CNS/WG</i></p>

<p>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</p> <p>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.</p>		
<p><b>Conclusion SAT 13/19: Amendment proposals to AFI and SAM AFTN Routing Directories</b></p> <p>That AFI and SAM AFTN Routing Directories be amended to incorporate Ezeiza/Johannesburg and Johannesburg/Recife circuits.</p>		<i>CNS/WG</i>
<p><b>Conclusion SAT 13/20: Implementation of ADS/CPDLC plans by SAT States</b></p> <p>That SAT States and Organizations be encouraged to comply with their ADS/CPDLC implementation plans in a timely manner.</p>		<i>SAT/FIT/2 Report</i>
<p><b>Conclusion SAT13/21: Need for a consolidated database for FANS-1/A equipped aircraft</b></p> <p>That a consolidated database be created to identify FANS-1/A equipped aircraft operating in the South Atlantic.</p>		<i>SAT/FIT/2 Report</i>
<p><b>Conclusion SAT 13/22: Participation of regulators and main airlines in SAT/FIT meetings</b></p> <p>That:</p> <p>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</p> <p>b) Main airlines representatives should also participate in SAT/FIT meetings.</p>		<i>SAT/FIT/2 Report</i>
<p><b>Conclusion SAT 13/23: Procedures applicable to non-RVSM capable aircraft in the South Atlantic due to MASPS failure</b></p> <p>That, in view of situations where an aircraft might lose RVSM capability, in the oceanic airspace, due to equipment 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.</p>		<i>To be discussed under AOB (5.2)</i>
<p><b>Conclusion SAT 13/24: AFI States' cooperation with ARMA in data collection</b></p> <p>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.</p>		<i>To be discussed under AOB (5.1)</i>
<p><b>Conclusion SAT 13/25: Implementation of AMHS</b></p> <p>That:</p> <p>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</p> <p>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.</p>		<i>CNS/WG</i>
<p><b>Decision SAT 13/26: Future work programme</b></p> <p>That the SAT Group work programme be amended as per Appendices 4A, 4B and 4C to this report</p>		
<p><b>Conclusion SAT 13/27: SARSAT/COSPAS SPOCs</b></p> <p>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.</p>	<i>In progress</i>	<i>Data collection</i>