

APPENDIX A-ATM

Status of Conclusions and Decisions related to SAT/20 Meeting pertaining to ATM field

Agenda Item 2: Air Traffic Management (ATM)

Conclusions and Decisions	Implementation Status	Remarks
<p>Decision 20/01: Traffic Statistic of the EUR-SAM Area</p> <p><i>That,</i></p> <p><i>Air traffic statistics that are needed for analysis to assess the performance of services provided in the EUR-SAM corridor is considered adequate; and</i></p>	Still Valid	SATMA to provide feedback
<p>Conclusion 20/02: Improvement in quality and reliability of data</p> <p><i>That,</i></p> <p><i>EUR/SAM States/ANSPs are urged to improve the quality and reliability of the data they submit to SATMA by providing additional data on fleet capabilities including ADS-C/CPDLC connection and registration number.</i></p>	Still Valid	
<p>Decision 20/03: Provision of Correct Addresses</p> <p><i>That,</i></p> <p><i>SAT Member States and SATMA provide correct addresses and update the contact information regularly to ensure timely submission of data and statistical analysis.</i></p> <p>a) by SAT/18 (Decision 18/02) (Appendix I refers) and;</p> <p>b) Report quaternary to ASECNA, Team leader of Task 3 of the Work Programme of the SAT CNS/WG on the results of the mitigation action taken to minimize the loss of Flight Plans.</p>		
<p>Decision 20/04: EUR/SAM CORRIDOR DATA FOR RISK ASSESSMENT</p> <p><i>That,</i></p>		

<p><i>Taking into account the need for accurate traffic data for airspace planning, safety assessment and statistics in the EUR/SAM Corridor, Brazil, Cape Verde, Spain and Senegal are urged to collect and submit the 2015 Air Traffic Movement data for a period of six months (July-Dec), in accordance with the format provided at SATMA website www.satmasat.com before February 2016;</i></p>		
<p>Conclusion 20/05: Provision of LHD information and causes</p> <p><i>That,</i></p> <p><i>To ensure that the outcome of Safety Assessment that are based on the Collision Risk Model conducted for the EUR/SAM region is more representative of the prevalent risks, EUR/ SAM States/ANSPs are urged to provide all available information related to Large Height Deviations including their duration and causes to SATMA.</i></p> <p>EUR-SAM Corridor Aircraft Equipage Survey</p>		
<p>Conclusion 20/06: EUR-SAM Corridor Aircraft Equipage Survey</p> <p><i>That,</i></p> <p><i>a) States of operators that have not done so yet are urged to develop and publish the RNP 4 (PBN) Regulatory Approval process.</i></p> <p><i>b) IATA is urged to encourage airlines that have not done yet to initiate RNP 4 approval process for their eligible fleets.</i></p>		
<p>Conclusion 20/07: ATFM operations to better monitor peak traffic hours</p> <p><i>That</i></p> <p><i>In order to improve safety and increase capacity, the Cayenne FIR and adjacent SAT FIRs in consultation with airspace users (IATA) are urged conduct studies towards the establishment of Night Routes in the Cayenne FIR and provide feedback to SAT/21;</i></p>		

<p>Decision 20/09: ATM Contingency planning</p> <p><i>That,</i></p> <p><i>In order to coordinate the harmonization of national contingency plans with that of the SAT area,</i></p> <ul style="list-style-type: none"> <i>a) ASECNA liaises with South Africa to collate comments from SAT States on the Draft ATM contingency plan that was developed by South Africa and adopted by the SAT group; and coordinate the harmonization of contingency plans in the SAT area;</i> <i>b) States that have not already done so are urged to nominate focal point and provide his/her contact details to task leader.</i> <p>Conclusion 20/10: ATM Contingency Plan for the SAT region</p> <p><i>That,</i></p> <p><i>States that have not already done so are urged to submit comments on the Draft ATM Contingency Plan for the SAT region to the task leaders South Africa/ASECNA</i></p>		
<p>Decision 20/11: EUR/SAM CORRIDOR AIRSPACE CONCEPT Action Plan</p> <p><i>That,</i></p> <ul style="list-style-type: none"> <i>a) The EUR/SAM corridor airspace concept presented by Portugal is endorsed in principle;</i> <i>b) Portugal is urged to review the airspace concept plan and roadmap including the proposed phases and milestones and provide more details on the required airborne and ground technical specifications;</i> <i>c) Portugal is urged to organize a teleconference to endorse improvements to the plan; and</i> <i>d) Portugal coordinates consultation with all stakeholders in the conduct of Safety Assessment, Regulatory Approvals, Training and Cost Benefit analysis as part of the implementation of the</i> 		

