



Western and Central African Office

Twenty-first Meeting on the improvement of Air Traffic Services over the South Atlantic (SAT/21),

Lisbon, Portugal, 8-10 June 2016.

**Agenda Item 2:
2.5****Air Traffic Management
South Atlantic Region Working Structures**(Presented by *International Air Transport Association*)**SUMMARY**

This paper highlights concerns with the SAT regional consolidated vision and with the proposal to change current regional strategy and working structures having an impact on harmonization, safety, airspace efficiency and aircraft operating in the region.

1. Introduction

1.1 Aircraft operators in the South Atlantic (SAT) Region consider there is a need for strategies which promote safety and operational efficiency, support safety management systems and aviation system block upgrades (ASBUs), as well as allowing other stakeholder benefits. The strategy needs to take into consideration:

- a) Formation of a strategy (**SAT Region Commitment and Action Plan (SATCAP)**) to ensure appropriate implementation and management of relevant ICAO ASBUs and regional priorities
- b) Identify areas where immediate attention is required to improve safety; and
- c) The implementation of immediate action to define the steps necessary to resolve long-term air traffic flow and airspace capacity issues

2. Discussion

2.1 Operators recognize the resource challenges and economic constraints which some States and ANSPs cope with to provide air traffic services, however, they feel that sustainable strategies which would have long term effect on enhancing safety while integrating future concepts to improve airspace capacity and harmonize ATM components are sorely needed.

2.2 Airlines observations have indicated the lack of a clear and attainable regional coordinated vision, consistent improvement to the regional working structure, and alignment with the ICAO North Atlantic Region. Inappropriate funding for strong infrastructure is a contributing factor to slow resolution of problems impacting problem areas and implementation of relevant ICAO ASBUs. Further, airlines are concerned and have expressed their frustrations with respect to the utilization and implementation plan for CPDLC, mitigation plan for large height deviations, comprehensive plan to resolve EUR/SAM corridor safety and operational issues, strategic lateral offset procedures usage, as well as the dual ownership of published waypoints, among other issues.

2.3 Several large-scale communications and operational initiatives have been implemented in the North Atlantic (NAT) region including, but not limited to the NAT data link mandate, RNP4, reduced longitudinal separation, reduced lateral separation, ground based ADS-B (Greenland, Iceland, Portugal), flexibility of ATC assignment of MACH, aircraft step climbs, and 30 NM lateral, 30 NM longitudinal and 50 NM longitudinal separation minima. These implementations require a high degree of planning, project management, cross-discipline skill sets, and collaboration of interested stakeholders.

2.4 Through the introduction of ICAO Aviation System Block Upgrade (ASBU) Modules a global ATM system is envisioned as the foundation of a worldwide integrated, harmonized and interoperable air transportation system. Such a system is intended to integrate regional and local ATM systems to interoperate and provide seamless services across all regions, sub-regions and States. The system will provide services to all users in all phases of flight. This globally interoperable system will meet requirements for safety and security and provide optimum economic operations that are environmentally sustainable and cost effective. It is essential for the SAT region to have a strong approach and adopt a consolidated vision that will support regional strategies while incorporating a new working methodology to ensure priority areas are appropriately progressed. The new working methodology would be utilized to:

- a) implement priority ICAO ASBUs, as appropriately identified;
- b) create specialized project teams to facilitate timely implementation of regional priorities;
- c) ensure appropriate level of intra and inter-regional coordination exist; and
- d) ensure efficient and cost effective implementation of regional priorities.

2.5 Recently, the NAT Strategic Planning Group (NAT SPG) underwent restructuring of its management model. The NAT SPG agreed to eliminate several contributory groups in order to mitigate duplicity of regional tasks and actions, take better advantage of multi-disciplinary skill sets, and advocate skilled personnel being members of appropriate project teams to achieve stronger adherence to regional timelines and implementations. The new working structure provides greater capability toward timely completion of regional tasks, simplifies terms of reference and project outcomes and supports coordination with stakeholders. In the estimation of some, the NAT ANSPs and provider States retain a plethora of skilled air traffic management and controller personnel and have already expressed their desire to assist adjacent regions by improving synchronization and coordination.

2.6 Finally, in recognition of the foregoing, further discussion and analysis is required in order to adequately evaluate the effectivity and efficiency of SAT working structures; develop a regionally consolidated vision combined with the flexibility to make appropriate adjustments toward efficient management and implementation of ASBUs and priorities areas.

3. Action by the meeting

The meeting is invited to:

- a) Note the information presented;
- b) Note airline concerns regarding the SAT region (paragraph 2.2, refers)
- c) Discuss efficiency and capability of the current regional working structure and the ability to deliver timely implementation of ASBUs and priority initiatives;
- d) Reach consensus on the development of “SATCAP Go Team” which will identify related projects from ASBU modules and the various SAT decisions/conclusions for implementation. The “SATCAP Go Team” shall consists of experts provided by states and concerned international organizations; and
- e) Agree to develop a process to facilitate sustainable coordination with adjacent region ATM personnel having the requisite multi-disciplinary to reach established components of GANP and ASBUs.