



INTERNATIONAL CIVIL AVIATION ORGANIZATION
Western and Central African Office

SAT/24- WP/29
19/06/03

**Twenty-first Meeting on the improvement of Air Traffic Services over
the South Atlantic (SAT/24),**

Luanda, Angola, 3-7 June 2019.

**Agenda Item 2: *Report of the Atlantic Ocean Coordination Meetings and follow up
Activities***

2.2 REVIEW OF THE ACM MEETING CONCLUSIONS
(Presented by ENANA)

Summary

The objective of this Working Paper is to present and discuss guidelines regarding the main conclusions of the first ACM meeting held in Paris on the 31st of January of 2019 and the priority topics for potential joint projects aiming at further harmonisation between NAT and SAT.

1. Introduction

- 1.1. The first Atlantic Coordination Meeting took place in Paris in January 2019, just after the workshop NAT Vision 2030, aiming at achieving further coordination and cooperation between NAT and SAT.
- 1.2. The meeting recognized the good work and achievements of the SAT and NAT working groups in ensuring safety and efficiency of operations.
- 1.3. Furthermore, it was recognized that the Atlantic airspace is an homogeneous area, due to its inherent nature of oceanic airspace and should pursue for further harmonisation between NAT and SAT.
- 1.4. Therefore, the intention of this paper is to trigger the discussion around the ACM conclusions and to agree on its priority topics for potential joint projects between the NAT and SAT groups.

2. Background

- 2.1. The ACM meeting took place in Paris in January 2019, following:
- 2.2. The SAT Decision 23/18, on the need to improve coordination and cooperation with adjacent PIRGs especially with the NAT SPG;
- 2.3. The NAT SPG Conclusion 54/05 to organize the first ACG meeting in the ICAO EUR/NAT office in Paris, in coordination with WACAF, ESAF, SAM, NACC and EUR/NAT offices and;
- 2.4. The conclusion, following the AN-Conf/13, at ICAO HQ on October 2018, to organise an Atlantic Coordination Meeting, with a focus to improve coordination, communication,

synchronization on the implementation, and to set priorities and common challenges in the Atlantic Area.

- 2.5. From the discussion in the meeting, the following points were highlighted:
- 2.6. On the current and future Concept of Operations (CONOPS), it was highlighted the NAT working structure and some of the NAT documents, e.g. *NAT SPG Handbook* (NAT Doc 001), *Future CONOPS* (NAT Doc 005), *NAT Service Development Roadmap*, *NAT Operations and Airspace Manual* (NAT Doc 007) and the need of sharing information between NAT and SAT region in order to harmonized, to the extent possible, both CONOPS, and other deployments like, for example, the space-based ADS-B.
- 2.7. ICAO Headquarters presented a proposal on the coordination of NAT and SAT area RMAs, the need for sharing PBCS approvals and the requirement to expand the scope of RMA monitoring to include performance based horizontal separation minima and ATM safety monitoring.
- 2.8. In view of the above, it was agreed that, complementary to the already ongoing work in the SAT, there was an opportunity for better coordination and sharing of information at the NAT/SAT level in support of performance based (PBCS/PBN) separation minima implementation, including 5 min longitudinal separation minimum.
- 2.9. ICAO Headquarters also presented the need to **address contingency plans in the Atlantic Region**. The NAT has a fully endorsed plan and there are funds from a special implementation project available to align both plans.
- 2.10. It was noted that **the proposed action, on harmonisation of the NAT and SAT contingency plans, was not in conflict with the ongoing work in the SAT**, but rather complementing it at the inter NAT/SAT level. This complementary action would allow identifying a list of coordination activities that would assist to improve exchange of information and sharing of experience and lessons learnt.
- 2.11. Finally, taking into account the identification of a set of implementation challenges and areas with harmonization needs, and being one of them the implementation of Advanced Surveillance-Enhanced Procedural Separation (ASEPS) using Space-Based Automatic Dependent Surveillance-Broadcast (SB ADS-B), it was agreed that there is an opportunity, at the NAT/SAT level, for better coordination and sharing of information regarding this project.

3. ACM Recommendations

- 3.1. Based on the acknowledged of the good work and achievements of the SAT and NAT working groups in ensuring safety and efficiency of operations, and recognizing that Atlantic airspace is a homogeneous area with similar issues and solutions, due to the inherent nature of oceanic airspace, the SAT Group is invited to discuss, and as far as possible, to define actions for the areas of work and the associated prioritization, in line with those identified in the ACM/1 meeting, as follow:

3.2. First priority

Considering all the areas that should be addressed, it was identified and agreed as first priority the following topics for harmonization and seamless operations:

- a) Contingency Plans Harmonization;
- b) Performance based (PBCS/PBN) separation minima implementation; and
- c) SB ADS-B implementation.

3.3. Second priority:

For a second priority, it was identified and agreed the following topics:

- a) AIDC/AMHS implementation;
- b) Harmonisation of NAT and SAT CONOPS elements to the extent possible;
- c) Assignment of flight levels; and
- d) HF COM issues (an urgent safety issue but the scope is limited to SAT).

3.4. The ACM agreed that the ICAO Regional Offices (ROs) would further coordinate and identify co-leads for each of the 3 joint priority projects. Project co-leads would be one from the SAT and another from the NAT. It was agreed that the United Kingdom would co-lead the project on contingency plans and draft their proposals in coordination with ICAO for further coordination by e-mail.

3.5. The ACM recommended also to the NAT SPG and the SAT, that ACMs be conducted annually to review the progress of implementation. Accordingly, the next ACM meeting was proposed to be held in February 2020 (in one Regional Office involved or at Montreal, *venue tbd*). ICAO Headquarters pointed out that the next SAT date and venue should be coordinated through ICAO HQ PCI so that it can be aligned with the meetings cycles of the associated PIRGs.

4. ACTIONS BY THE MEETING

4.1. The SAT 24 meeting is invited to:

- a) Note the information provided;
- b) Approve the ACM recommendations and its priority topics.
- c) Designate co-leaders at SAT level for each common project.
- d) Consider an annual ACM meeting to review the progress of implementation.

The following Attachments are provided with this working paper as separate files:

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ATTACHMENT A: ACM Summary of Discussions
ATTACHMENT B: NAT Concept of Operation (CONOPS)