

**APPENDIX - A****ACTION TAKEN ON SAT 24 CONCLUSIONS AND DECISIONS**

<b>No.</b>	<b>Conclusion / Decision</b>	<b>Action taken/ Status</b>
<b>Conclusion 24/01: Endorsement of the Conclusions of the First Atlantic Coordination Meeting (ACM)</b>	<p>That,</p> <p>a) The conclusions and priority areas of cooperation between the SAT and the NAT identified by the first meeting of the Atlantic Coordination Meeting (ACM) are approved as attached in Appendix B to this report;</p> <p>b) The Secretariat coordinate and facilitate the appointment of SAT ANSPs focal points for the implementation of the identified projects subject to cooperation between the SAT and the NAT;</p> <p>c) Spain is appointed as the first primary focal point for the SAT Group to facilitate coordination with the NAT Group.</p>	<p><b>COMPLETED</b></p> <p><b>Done/ To be reviewed by new SAT structure</b></p> <p><b>COMPLETED</b></p>
<b>Conclusion 24/02: Planning, Implementation and Monitoring of PBCS</b>	<p>a) The Secretariat bring to APIRG structures the adequate arrangements to issue the mandate to ARMA for PBCS Monitoring in the AFI Region.</p> <p>b) AFI States start pre-implementation as RCP/RSP specifications have been defined to establish PBCS policies for ANSP, Operators and Airworthiness. Publish the PBCS requirements in Aeronautical Information Publication;</p> <p>c) SAT States/ANSPs adopt RCP 240 and RSP 180 for implementation in the SAT area and establish a line of communication with accredited Regional Monitoring Agencies regarding non-compliance;</p> <p>d) ANSPs establish mechanisms to recognize RCP/RSP Capabilities in ATC automation and provide RCP/RSP compliant air traffic services; and</p> <p>e) Operators prepare to file RCP/RSP capabilities in flight plans and participate in PBCS Implementation and Monitoring programs</p>	<p><b>COMPLETED</b></p> <p><b>ADOPTED BY PIRGs</b></p> <p><b>COMPLETED</b></p> <p><b>ADOPTED BY PIRGs</b></p> <p><b>ADOPTED BY PIRGs</b></p>
<b>Decision 24/03: Endorsement of the</b>	In order to improve the effectiveness and efficiency of PBCS implementation the proposed amendment of	<b>COMPLETED</b>

<b>amended ToRs of SATMA</b>	SATMA Terms of Reference to include monitoring support for PBCS in implementation in the EUR/SAM Corridor is approved as presented in Appendix C.	
<b>Conclusion 24/05: Harmonization of the functions of RMAs in the SAT area in support of PBCS implementation</b>	In order to harmonize the functions of RMAs in the SAT area in support to PBCS implementation, The Secretariat of SAT bring to the attention of APIRG and GREEPECAS, the amended Terms of Reference of SATMA for consideration and similar amendment to the Terms of Reference of ARMA and CARSAMMA including PBCS monitoring function	<b>COMPLETED</b>
<b>CONCLUSION 24/06: TRAFFIC STATISTICS</b>	<p>a) ASECNA and SATMA are requested to conduct and provide statistic on navigation specifications of aircraft which operate in the EUR/SAM corridor and report to SAT 25;</p> <p>b) FAA is requested to share global traffic forecast to assist SAT Group with forward planning, and the SAT Group to obtain from the NAT its existing programmes in traffic forecasting and statistical analysis tools;</p> <p>c) ARMA and CARSAMMA to explore the possibility of providing the SAT with additional traffic statistics and analysis to enable the SAT Group to make more accurate and predictable planning decisions;</p> <p>d) All SAT States/FIRs in the AFI Region which have not done so, are requested to provide traffic data from January 2017 to March 2019 to ARMA, not later than 30 June 2019, to be included in the Collision Risk Assessment 13 which commences on 1 July 2019; and</p> <p>e) SAT Regional Monitoring Agencies are urged to consider as far as practicable, harmonization of reporting subjects and/or format for traffic statistics, taking into consideration the feedback provided by the mathematicians computing the TLs, and in collaboration with the NAT where feasible.</p>	<p><b>ASECNA/SATMS to provide status</b></p> <p><b>FAA to provide update</b></p> <p><b>RMAs to provide updates</b></p> <p><b>COMPLETED</b></p> <p><b>RMAs to provide updates</b></p>
<b>CONCLUSION 24/07: REDUCTION IN COLLISION RISK ASSESSMENT AND LARGE HEIGHT DEVIATION LHD</b>	<p>a) Civil Aviation Authorities of SAT member States/FIRs are requested to ensure that height monitoring is conducted regularly for all aircraft on their registry.</p> <p>b) SAT States/FIRs that have not done so are requested to implement AIDC and to address the Human Factors in Coordination Failures which are factors impacting</p>	<p><b>States to provide updates</b></p> <p><b>States to provide updates</b></p>

	<p>negatively on the Target Levels of Safety and report to SAT 25.</p> <p>c) SAT States/FIRs are urged to give priority attention to addressing Coordination Failures between ACCs in order to enhance RVSM safety, including the implementation of awareness programmes to mitigate human error induced Coordination Failures, and conduct remedial actions to mitigate the risks.</p>	<b>COMPLETED</b>
<b>CONCLUSION 24/08: SAT VISION, CONOPS AND IMPLEMENTATION PLANS:</b>	<p>a) The SAT Group identify initiatives in the NAT Vision 2030 project in order to harmonize operations, infrastructure and programmes with the aim of achieving a safer, more efficient, environmentally responsible and more cost effective ATS service over the entire Atlantic Ocean;</p> <p>b) Reconstitute the SAT Study Group on the Improvement of the Airspace Structure to coordinate the development and adoption of a SAT Vision document, Concepts of Operation and an implementation roadmap;</p> <p>c) Rename the SAT Study Group on the Improvement of Airspace Structure (IAS/SG) to SAT Atlantic Implementation Management Group (SAT IMG) and request the Secretariat to align its Terms of Reference and work programme accordingly;</p> <p>d) SAT Group assigns the responsibility for PBCS implementation in the SAT area, beginning with the EUR/SAM corridor as a priority, to the IMG.</p>	<p><b>STILL VALID</b></p> <p><b>Superseded by ACM/2 Decision on SAT Handbook</b></p> <p><b>Superseded by ACM/2 Decision on SAT Handbook</b></p> <p><b>Superseded by ACM/2 Decision on SAT Handbook</b></p>
<b>CONCLUSION 24/09: EUR/SAM AIRSPACE CONCEPT IMPLEMENTATION</b>	<p>Urge EUR/SAM States/ANSPs upgrade their ATM/CNS systems to comply with steps EUR/SAM_1.1; EUR/SAM_1.2 and EUR/SAM_1.3 of EUR/SAM Corridor New Airspace Concept project approved by SAT23.</p>	<b>COMPLETED</b>
<b>CONCLUSION 24/10: IMPLEMENTATION OF AMENDMENT TO PANS ATM DOC 4444 AND IMPLEMENTATION OF SLOP</b>	<p>a) SAT States/FIRs note the implementation date of PANS ATM being 5 November 2020, specifically concerning SLOP and inclusion elements of the proposal for amendment in the SAT programme, and as appropriate, in their forward planning and implementation regional programmes;</p> <p>b) SAT members are urged to ensure that States respond to the proposal for amendment on SLOP which was issued</p>	<p><b>COMPLETED</b></p> <p><b>COMPLETED</b></p>

	<p>as Attachment A to State letter AN 13/2.5 - 19/32 by ICAO Secretary General;</p> <p>c) States/FIR which have not already done so publish AIP Supplements for implementation of SLOP by 30 June 2019, and in the interim, publish NOTAM in respect of SLOP implementation in view of the Collision Risk Assessment 13 which commences on 1 July 2019.</p>	<b>COMPLETED</b>
<b>CONCLUSION 24/11: OPTIMIZATION OF AIRSPACE AND FLIGHT LEVELS IN THE EUR/SAM CORRIDOR</b>	<p>a) IATA is requested to liaise with airlines regarding the need for coordinated use of Flight Planning software to reduce the impact of flight level constraints in the EUR/SAM corridor;</p> <p>b) The SAT region should consider the implementation of Air Traffic Flow Management (ATFM) to address the capacity constraints along busy air traffic routes and airspace; and</p> <p>c) Feasibility studies for implementation of ATFM be included in the work programme of the Implementation Management Group.</p>	<p><b>IATA to provide updates</b></p> <p><b>STILL VALID</b></p> <p><b>STILL VALID</b></p>
<b>CONCLUSION 24/12: CARRIAGE OF SUITABLE COMMUNICATION</b>	States/ATS units should ensure that aircraft carry suitable means of communication in line with the requirements of the airspace and the type of flight they operate.	<b>COMPLETED</b>
<b>CONCLUSION 24/13: IMPLEMENTATION OF ASEPS AND OTHER SYSTEMS</b>	<p>a) SAT/FIRs should monitor and support the ongoing Advanced Surveillance-Enhanced Procedural Separation (ASEPS) using ADS-B trials in parts of the NAT airspace and in some SAT FIRs, for consideration in their future planning requirements;</p> <p>b) The deployment of technology in the SAT area and its associated operational benefits should be considered in a collaborative process taking into consideration the lessons learned from other regions, the end-to-end cost, efficiency and safety benefits for all stakeholders;</p> <p>c) SAT States should ensure ASEPS regulatory approvals for aircraft on their register to ensure that operators are not unduly disadvantaged by the implementation time tables;</p> <p>d) Secretariat coordinate with the SAT IMG to provide education on ASEPS in order to provide SAT States, ANSPs and users with the requisite knowledge and</p>	<p><b>STILL VALID</b></p> <p><b>STILL VALID</b></p> <p><b>STILL VALID</b></p> <p><b>STILL VALID</b></p>

	understanding of the concept and its application in airspace over the high seas.	
<b>DECISION 24/14: ATM CONTINGENCY PLAN FOR THE SAT AREA</b>	That, The ongoing work by the SAT Group regarding the establishment of a SAT specific Contingency Plan is concluded in favour of adopting a harmonized SAT Contingency Plan with the NAT Contingency Plan.	<b>COMPLETED</b>
<b>CONCLUSION 24/15: ADOPTION, APPROVAL AND UPDATE OF SAT ATM CONTINGENCY PLAN HARMONIZED WITH NAT</b>	That, a) The South Atlantic Oceanic FIRs ATM Contingency Plan attached in Appendix J is adopted;  b) the Secretariat is requested to take the necessary steps to make the SAT contingency plan available to the relevant stakeholders;  c) A SAT Contingency Coordination Team (ASECNA-Team Leader, ATNS, Ghana CAA, Cape Verde, Spain – ENAIRE, Brazil-DECEA, France DSNA) is assigned the responsibility of liaising with ICAO Secretariat to ensure that the CP is updates and operationalized as living document for the SAT area;  d) SAT States/ANSPs provide the SAT Secretariat with the contact details of a focal point to assist in the finalization and operationalization of the South Atlantic Oceanic FIRs ATM contingency plan; and  e) Contingency Coordination Team to report progress made through ICAO to SAT States by 30 November 2019, and provide status to the next ACM, NAT SPG, and SAT/25 meetings.	<b>COMPLETED</b>  <b>COMPLETED</b>  <b>STILL VALID</b>  <b>STILL VALID</b>  <b>STILL VALID</b>
<b>Draft Conclusion 24/16: Implementation of SAT/23 Conclusions &amp; Decisions pertaining to the CNS Field</b>	That; SAT ANSPs improve the pace of implementation of the Conclusions & Decisions of SAT 23rd and previous meetings.	<b>States to provide updates</b>
<b>Conclusion 24/17: Conduct and reporting on the assessment and the mitigation of missing Flight Plans</b>	1) SAT ANSPs reinforce their effort to reduce missing flights plan by: a) sensitizing staff on compliance to procedures;  b) Improving the work programme of their local multidisciplinary group tasked to assess and mitigate missing Flight Plans;	<b>States to provide updates</b>

	<p>c) Regularly exchanging data on missing flight plan between centers for investigation;</p> <p>d) Collaborating with concerned centers for identification of causes and improvement of the availability of operational messages;</p> <p>2) In doing so, they should share the results of their investigation on missing flight Plans and the remedial measures undertaken and report quarterly to ASECNA, for coordination, analysis and reporting to SAT.</p>	
<b>Decision 24/18: Adoption of the revised matrix for the reporting on the performance of CNS Infrastructure and Systems</b>	<p>That;</p> <p>a) The revised matrix for the reporting on the performance of SAT CNS Infrastructure and Systems is adopted as attached at Appendix K and;</p> <p>b) SAT Members continue to report quarterly to GCAA, on their CNS Infrastructure and Systems performance for assessment and reporting to SAT</p>	<b>States to provide updates</b>
<b>Conclusion 24/19: Ad'hoc Group for Cyber Safety and Resilience of SAT CNS Infrastructure and Systems</b>	<p>a) An ad'hoc group comprising at least one representative of SAT ANSPs is established to identify the tasks to be carried out within the SAT CNS Working Group to address issues on Cyber Safety and Resilience of SAT CNS Infrastructure and Systems;</p> <p>b) Under the leadership of France, the ad'hoc group will assess guidelines, policies and best practices shared by ANSPs on cyber protection and make proposals for harmonization of mitigating actions against Cyber risks.</p>	<b>States to provide updates</b>
<b>Conclusion 24/20: Bilateral and multilateral initiatives for the implementation of SAT CNS infrastructure and systems</b>	<p>That;</p> <p>a) Concerned ANSPs and stakeholders on the ongoing bilateral and multilateral cooperative initiatives* be reinforced for the implementation of SAT CNS infrastructure and systems;</p> <p>b) SAT Secretariat continue with the support of concerned ICAO Regional Offices to support the forthcoming activities for the effective implementation of the infrastructure and systems and report to SAT</p>	<b>States to provide updates</b>
<b>Conclusion 24/21: Formalization of AMHS and AIDC interconnection</b>	<p>That;</p> <p>a) Concerned ANSPs with the assistance of their supplier develop bilateral agreements comprising protocols and procedures in order to formalize and facilitate SAT CNS AMHS and AIDC interconnection;</p>	<b>States to provide updates</b>

	b) Concerned ICAO Regional Offices provide guidance materials including regulatory framework, operational procedures and technical interface guidelines.	
<b>Conclusion 24/22: Training, implementation, operation and monitoring of AIDC</b>	That, taking advantage of the lessons learnt in recent interconnection exercise: a) ASECNA and GCAA, with the assistance of SAT Secretariat, identify exhaustive AIDC training needs for SAT technical and operational personnel;  b) A regional workshop on AIDC be conducted in the AFI SAT concerned region with the support of the industry before end of year 2019 in order to provide concerned technical and operational personnel with awareness on AIDC implementation and operation	<b>States to provide updates</b>
<b>Conclusion 24/23: Effective implementation of AMHS and AIDC between SAT ATCs</b>	That; Concerned SAT ACCs conduct the appropriate actions to effectively implement the AFS (AMHS & AIDC) interconnections as identified in the revised table attached at Appendix L& M	<b>States to provide updates</b>
<b>Decision 24/24: Adoption of the Conclusions/Decisions of the 9th meeting of the CAFSAT Network Management Committee (CNMC/9)</b>	That; The Conclusions/Decisions of the 9th meeting of the CAFSAT Network Management Committee (CNMC/9) are adopted as attached in Appendix N	<b>States to provide updates</b>
<b>Conclusion 24/25: Endorsement of SAT Draft Handbook</b>	That; a) The SAT Procedural Handbook comprising its Terms of Reference, Working Methodology & Arrangements, Rules of procedures of SAT meetings, SAT Contributory Bodies, Composition, Reporting) and Future Work programme of the SAT Group is endorsed;  b) The Secretariat consider and include in the mandate of the Contributory Bodies, the Safety Assessment function of SAT Working Groups and report to APIRG	<b>TO BE VALIDATED BY THE SPECIAL SAT MEETING</b>