

APPENDIX - B**ACTION TAKEN ON ACM/2 CONCLUSIONS AND ACTION ITEMS**

No.	Conclusion / Decision	Action taken/ Status
Conclusion ACM2/-1	<p>States in the SAT area are reminded of their responsibility to submit their occurrence reports, including Large Height Deviation reports, as well as the monthly data returns to the respective regional monitoring agencies.</p> <p>Action Items</p> <p>a) State letter from the ICAO Regional Offices to be issued to the 12 States with deadline 30 April 2020; and</p> <p>b) Progress report to be presented at SAT/25.</p>	COMPLETED
Conclusion ACM2/-2	<p>States in the SAT area are urged to implement SLOP procedures and to publish them in their national aeronautical information publication (AIPs), as a matter of priority.</p> <p>Action Items</p> <p>a) State letter from Regional Offices to States, which have not implemented SLOP to date with deadline 30 April 2020;</p> <p>b) States should publish their SLOP procedures in adherence to the aeronautical information regulation and control (AIRAC) dates;</p> <p>c) Publication of supporting guidance material (OPS Bulletin on SLOP); and</p> <p>d) Progress report on SLOP implementation to be presented to the SAT/25.</p>	COMPLETED COMPLETED COMPLETED
Conclusion ACM2/-3	<p>States and ANSPs, especially within the EUR/SAM corridor, to comply with the SAT/24-07, SAT/24-21, SAT/24-22, SAT/24-23 conclusions and pursue the implementation of AIDC in order to enable a harmonized ATM system coordination between all involved ANSPs, thus reducing ATCO workload, enhance safety and address the missing FPL issues.</p> <p>Action Items:</p> <p>a) Reinforcement of the current AIDC activities and development of a detailed implementation activity plan (based on the communication of the ACM/2 outcome);</p> <p>b) Presentation of the AIDC implementation status and updates to the SAT/25; and</p> <p>c) Follow up with a State Letter at the end of 3Q/2020.</p>	STILL VALID STILL VALID STILL VALID STILL VALID

Development of harmonization activities related to the provision of air navigation services in Cabo Verde (SAL Oceanic FIR) for growing air traffic within the SAT airspace.	<p>i. ICAO Paris to organize a TELCON (Skype) with ASA , CAA Cabo Verde, ICAO offices (EUR/NAT and WACAF), Portugal, Spain, US before end of March 2020;</p> <p>ii. Cabo Verde to revise the presentation for NAT SPG with support from Portugal and two ICAO offices before end of April 2020;</p> <p>iii. ICAO and Portugal to support Cabo Verde in drafting the letter before mid-May 2020;</p> <p>iv. Cabo Verde (DG Cabo Verde AAC) to submit a letter to NAT SPG Chairperson to formally ask for Cabo Verde to join NATSPG as an observer before 29 May 20; and</p> <p>v. Participation of Cabo Verde (DG AAC and ANSP) at NATSPG/56 and present a PPT to NATSPG meeting during 22 to 25 June 2020.</p>	<p>COMPLETED</p> <p>COMPLETED</p> <p>CABO VERDE TO UPDATE</p> <p>CABO VERDE TO UPDATE</p>
Session B: Development of an implementation plan for a revised SAT working structure which would include implementation steering and safety oversight mechanisms:	<p>c) The group for session B agreed to the following implementation plan:</p> <p>i. ASECNA and France to submit these proposals (structure, concept of operations (CONOPS), vision document) and related ToR's (SAT – IMG – SOG/SMG) by 8 May 2020. ICAO Dakar to distribute the new material to all SAT stakeholders for approval by SAT/25 (June 2020);</p> <p>ii. ICAO Dakar to transmit these new proposals and ToRs with GREPECAS via Mexico and Nairobi for Angola and South Africa before SAT/25 meeting;</p> <p>iii. SAT to implement the new proposals and ToRs before the end of 2020;</p> <p>iv. ICAO Paris to invite SAT members to participate in the next NAT SOG/22 meeting (1 to 5 June 20);</p> <p>v. ICAO Paris to invite SAT members to participate in the fall 2020 NAT IMG meeting following the discussions at the next NAT IMG;</p> <p>vi. ICAO Paris to invite the NATSPG to establish additional measures to allow and promote communication between the SAT and NATSPG groups;</p> <p>vii. NATSPG to establish a structure for communication and collaboration between the SAT and the NATSPG; and</p> <p>viii. ICAO Headquarters Montréal to consider formalizing the SAT Group with optimized structures reporting lines, ICAO Secretariat support (once the SAT CONOPS and handbook is finalized by the SAT members).</p>	<p>COMPLETED</p> <p>COMPLETED</p> <p>STILL VALID</p> <p>COMPLETED</p> <p>COMPLETED</p> <p>STILL VALID</p> <p>STILL VALID</p>
Session C: Gap analysis on the implementation of essential operational improvements, such as PBCS implementation,	<p>i. ICAO Dakar to facilitate the establishment of a PBCS project team at the SAT/25;</p> <p>ii. ICAO Paris to arrange for the relevant NAT documentation to be made available to ICAO Dakar and SAT PBCS Project team (approval to be obtained from NATSPG by ICAO Paris). (NAT PBCS implementation plan, task list etc); and</p>	<p>STILL VALID</p> <p>STILL VALID</p>

ATFM, AIDC/OLDI, safety monitoring to allow further harmonization between the NAT and SAT:	iii. Bjarni Stefansson (Iceland) to act as PBCS Champion from the NATSPG subject to approval ISAVIA.	STILL VALID
	b) The group for session C agreed to the following actions for the implementation of AIDC/OLDI:	
	i. Appropriate technical skills and knowledge are available in the SAT region, but support is available from NAT, if required;	
	ii. SAT States should conduct a GAP analysis on training needs for implementation of AIDC by December 2020; and	
	iii. SAT States may request assistance from NATSPG for technical requirements and specifications for product purchases.	STILL VALID
	c) The group for session C agreed to the following actions for the implementation of ATFM:	
	i. The future SAT IMG must develop a methodology for addressing capacity controls needs to be agreed by SAT IMG. (Capacity vs Efficiency) by 2021;	STILL VALID
	ii. SAT EUR/SAM States/ANSPs contact NAT stakeholders (Canada, Iceland, United Kingdom and United States) to obtain guidance regarding the implementation of FLAS, OTS, etc.; and	STILL VALID
	iii. SAT States may request assistance from NATSPG for technical requirements and specifications for product purchases.	
	d) The group for session C agreed to the following actions for the enhancement of safety monitoring:	
	i. SMS not mature in all States. SMS systems in place, but practical implementation limited. Limited effectiveness of Safety Management;	
	ii. ICAO SAT Regional Offices to raise awareness that SAT States need to improve ‘Just Culture’; and	COMPLETED
	iii. SAT States are required to improve ‘Safety Culture’ through education and training.	STILL VALID