



**ICAO** *International Civil Aviation Organization*  
**Steering Group of the Improvement of Air traffic Services over  
the South Atlantic (SAT-SG)**

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**First Meeting of the Steering Group of the Improvement of Air traffic Services over the South  
Atlantic (SAT-SG/01)**

*(virtual, 4 December 2023)*

**Agenda Item 2: Outcome of the subgroup meetings**

**SUMMARY OF DISCUSSIONS OF THE FIRST MEETING OF THE SOUTH ATLANTIC  
SAFETY OVERSIGHT GROUP (SAT SOG/01)**

*(Presented by the Secretariat)*

**SUMMARY**

This paper provides information concerning the outcomes of the SAT SOG/01.

Action by the meeting is in section 3

**REFERENCES**

- SAT SOG/01 meeting SoD, (Miami, Florida, United States, 13 to 17 March 2023)
- SAT Handbook Doc001

**1. Introduction**

1.1 The First Meeting of the South Atlantic Safety Oversight Group (SAT SOG/01) was held from 13 to 17 March 2023, in Miami, Florida, United States. The full report of SAT IMG/01 meeting are provided, respectively, in **Appendix A** (separate document).

**2. Discussion**

2.1 During the SAT SOG/01 meeting, the focus of discussion was the identification of safety improvements for the South Atlantic airspace and ATS services. SATMA, ARMA and CARSAMMA presented results of collision risk analysis in SAT Area.

*Project teams*

2.2 To foster best practices and safety culture on the SAT, the following project teams were organized:

- a) SAT RMAs' HARMONIZATION/STANDARDIZATION PROJECT TEAM – SAT RMA H/S PT.- aimed to conduct a feasibility study consisting of a detailed analysis of the current state of data collection, processing, and dissemination among the three concerned RMAs (ARMA, CARSAMMA & SATMA), identify differences in the current processes employed by SAT RMAs and propose solutions to harmonize and standardize procedures where needed. The PT is led by the United States of America. Deliverables of the PT will be presented to the SAT SOG/02 meeting.
- b) SAT ANNUAL SAFETY REPORT (SAT ASR) PROJECT TEAM – SAT ASR PT.- appointed to improve aviation safety in the South Atlantic airspace by developing an annual safety report that will analyze safety data, identify trends, propose enhancements, and mitigate risks. The PT led by Senegal, is already organized with nominated SMEs. Starting activities are programmed for SAT SOG/02.
- c) SAT OCEANIC ERRORS SAFETY BULLETIN PROJECT TEAM (SAT OESB) PROJECT TEAM - SAT OESB PT.- Aimed to establish a Bulletin, based on the NAT OESB to provide guidance and best practices to operators in the SAT region to avoid errors and promote regional safety management. The PT is led by Brazil and is already organized with nominated SMEs. Starting activities are programmed for SAT SOG/02.

*Strategic Lateral Offset Procedure (SLOP)*

2.3 The meeting acknowledged that the use of lateral offset by ADS-reporting aircrafts would enable the adequate capture of SLOP application in the SAT region as most aircraft are capable of being programmed with automatic offsets and operate in the North Atlantic (NAT) by applying this offset to both OTS (Organized track system) flights and non-OTS flights.

2.4 The meeting requested the support of SATMA in order to carry on studies on the feasibility of integrating data of SLOP procedures in the methodology applied to Collision Risk Assessment. The conclusions of such studies will be analyzed during SAT SOG/02.

*SAT safety policy (Referred to action SOG01-4)*

2.5 The meeting analyzed that establishing and disseminating the Safety Policy is crucial to promote stakeholder commitment and awareness in SAT Region. Establishing guidelines, parameters, and indexes are tools for solid Operational Safety development.

2.6 The Safety policy aims to create and maintain a positive operational safety environment that is supportive towards meeting safety objectives of the National Aviation Safety Plans (NASP) of the Civil Aviation Authorities (CAA) and the ICAO Global Aviation Safety Plan (GASP).

2.7 The SATSOG/01 approved the SAT Safety Policy (**Appendix B**) and agreed to submit the Policy to the Steering Group for endorsement, to be adopted by all members of the SAT Group.

*Delimitation of SAT airspace (Referred to action SOG01-5)*

2.8 The meeting identified that there is a need to define the geographical delineation of the SAT region for effective air traffic monitoring and safety oversight.

Note 1. - Ex post facto, the SAT IMG/02 meeting addressed this topic, and agreed to share information with SAT SOG RMA H/S PT. See SAT IMG decision 02/04.

*Traffic demand forecast (Referred to action SOG01-7)*

2.9 The SAT SOG/01 point out the importance of traffic forecasts in the general framework of the SAT, and recommend the coordination between the Steering Group and the concerned PIRGs, to identify options to receive adequate traffic forecast for the AORRA airspace and other sectors of SAT.

Note 2. - Ex post facto, the SAT IMG/02 meeting addressed this topic.

*Actions and Decisions*

2.10 The SAT SOG/01 meeting closed with the Action items and Decisions as shown in **Appendix C**. The list of meeting documents is provided in **Appendix D**.

Note 3. - The status of actions and decisions may change, resulting from SAT SOG/02 meeting discussions.

**3. Action by the Meeting**

3.1 The SAT SG is invited to:

- a) note the information provided;
- b) endorse, the SAT Safety Policy (**Appendix B**);
- c) take note and endorse the SAT SOG recommendations and actions items in **Appendix C**
- d) provide further guidance, as necessary.

**APPENDIX A**

**SoD SAT SOG/01 meeting**

**(in a Separate document)**

## APPENDIX B - SAT SAFETY POLICY

Safety is the SAT SOG core function. The Group is committed to developing an organisational culture that provides the conditions for executing safe practices and encourages effective operational safety reporting (voluntary and mandatory). SAT-SOG aims to foster effective communication between its *stakeholders* (ANSPs, airspace users, CSPs, States and relevant stakeholders) to promote the safety of operations. Further seeking to develop, implement, maintain, and constantly improve strategies and processes to ensure that all our aviation activities receive balanced organisational resources. SAT SOG will aim to achieve the highest level of safety performance and meet regional safety objectives under national and international standards, the Global Aviation Safety Plan (GASP), and the Global Air Navigation Plan (GANP).

### Objective

The objective of the SAT Member States is to maintain and, where possible, improve the agreed safety standards in all activities supporting the provision of Air Navigation Services in the SAT Region:

- All States involved are responsible for delivering the agreed level of safety performance in providing Air Navigation Services in the South Atlantic Region.
- All involved States are accountable for delivering the agreed safety performance in aircraft operations in the South Atlantic Region.
- All States involved must raise awareness of the importance of the good reporting culture with internal and external users and follow the processes established in processing messages for the monitoring bodies.
- Safety in the SAT Region is managed through the organisation and activities of the relevant implementation and oversight groups established by the SAT SG, in coordination with non-member States and observers, to achieve its Safety Objective.

### Guiding principles

The SAT SOG will act to:

- **Clearly** define all accountabilities and responsibilities for the delivery of safety performance concerning the provision of air navigation services and participation in SAT SOG and its contributory bodies activities;
- **Maintain** continuous processes that monitor safety performance and establish and measure objectives, targets and performance indicators for operational safety to follow up the level of safety achieved;

- **Encourage** operational safety assurance activities as a way to continuously improve the services provided concerning safety performance, as well as to monitor the implementation processes for maintaining operational safety;
- **Support** safety management activities that will result in a Just Culture, foster safety best practices, encourage effective reporting and communication;
- **Distribute** safety information and SAT operating requirements to stakeholders;
- **Establish** and **implement** hazard identification and risk management processes in order to eliminate or mitigate safety risks associated with air navigation services supporting aircraft operations in the South Atlantic Region; and
- Incentivize all SAT member States to contribute experts to the SAT SOG or one or more of its various subgroups and support the overall safety management in the Region.

## **Conclusion**

The achievement of an effective safety culture is recognised as a vital element in establishing, achieving and maintaining satisfactory levels of safety performance. To accomplish it, a just culture is crucial to promote best management practices to improve safety awareness. The SAT Safety Policy was created to harmonise with ICAO objectives and civil aviation safety-related activities within its jurisdiction. Promoting the SAT Safety Policy also enables a system where all airspace users are invited to collaborate on understanding the safety concept in the SAT Region and how we, as members of its airspace, can improve it.

**APPENDIX C - SAT SOG/01 ACTION ITEMS**

ID #	ACTION	References	WHO	WHEN
SOG R-01 (RECURRENT)	The SAT SOG group Delegates were urged to prepare and address the working papers to the Secretariat within the deadlines defined in the convening letter.	SAT SOG/01 SoD, para 7.2	All SAT members	Every meeting
SOG01-01	Follow up the sharing of the results of SAT IMG Decision 01-03, survey on PBCS implementation with the 3 RMAs.	SAT SOG/01 SoD, para 1.7	Secretariat	SAT SOG/02
SOG01-02	Coordinate / harmonize the biannual working programme with its pairs of Paris, Dakar, Nairobi and Mexico Regional Offices, in order to adjust and maintain updated the said programme	SAT SOG/01 SoD, para 2.4	Secretariat	SAT SOG/03
SOG01-03	Collect and upload in the portal.icao the background documents and reports on the previous SAT meetings, as well as follow up the application of the Communication Plan, and to keep it updated. An assessment on the efficiency of the Communication Plan, must be conducted twice in the year	SAT SOG/01 SoD, para 2.9	Secretariat	SAT SOG/02
SOG01-04	Submit the Safety Policy to the SAT SG for validation, to be adopted by all members of the SAT Group.	SAT SOG/01 SoD, para 2.17, and Appendix K.	Secretariat	SAT SG/01
SOG01-05	Submit, in coordination with SAT IMG, a Paper to the SAT SG, presenting the interest to better define the Routes, FIR/UIRs, ACCs, ANSPs, States concerned in the SAT airspace. Also, the mentioned paper will urge the need for delineation of the airspace in the vertical plane.	SAT SOG/01 SoD, para 2.26	Secretariat Coordinating with SAT IMG	SAT SG/01
SOG01-06	Draft a fast-track procedure for the SAT GROUP taking into account the best practices of the document NAT SPG HANDBOOK - DOC 001. The study must	SAT SOG/01	Secretariat	SAT SOG/02

ID #	ACTION	References	WHO	WHEN
	identify the differences between NAT and SAT in terms of structures and resources.	SoD, para 3.10		
SOG01-07	Prepare a paper to be submitted to the SAT SG, pointing out the importance of traffic forecasts in the general framework of the SAT, and recommending the coordination between the Steering Group and the concerned PIRGs, to identify options to receive adequate traffic forecast for the AORRA airspace and other sectors of SAT.	SAT SOG/01 SoD, para 4.5	Secretariat	SAT SG/01
SOG01-08	Coordinate the discussion of the SAT SOG needs in the next GREPECAS Scrutiny GTE meeting (CAR SAM regions), also push the participation of Scrutiny Groups' focal points in the incoming SAT SOG meetings.	SAT SOG/01 SoD, para 5.3	Secretariat	GREPECAS 21
SOG01-09	Coordinate the support on PBCS training activities from some Agency / Organization in EUR/NAT or APAC Regions.	SAT SOG/01 SoD, para 5.8	Secretariat	SAT SOG/02
SOG01-10	Disseminate and oversight the application of SLOP procedure in their FIR/UIRs, aimed to reinforce safety and adequate TLS in SAT.	SAT SOG/01 SoD, para 5.15	All SAT IMG states/regulators	SAT SOG/02
SOG01-11	Request the support of SATMA to carry on studies on the feasibility of integrating data of SLOP procedures in the methodology applied to Collision Risk Assessment, recognizing the complexity of such matter.	SAT SOG/01 SoD, para 5.16	Secretariat SATMA	SAT SOG/02
SOG01-12	Initiate feasibility studies on acquisition of SLOP data taken from ATS automation systems and prepare a preliminary report.	SAT SOG/01 SoD, para 5.17	Brazil ASECNA SATMA	September 29, 2023
SOG01-13	Considering the increased traffic flow in the SAT area that is tending to a continuous growth in the next 3 years; Reinforce mitigation measures on ATS procedures, operational errors, ATM/CNS issues, etc. and boost their participation in the activities carried on by the SAT Group.	SAT SOG/01 SoD, para 5.42	All SAT members	SAT SOG/02



ID #	ACTION	References	WHO	WHEN
SOG01-14	Identify the training gaps in the SAT members states in order to define a programme that fulfil the members necessities. Survey on oceanic operation training needs.	SAT SOG/01 SoD, para 6.6	Trinidad and Tobago Secretariat	Q3 , Q4 2023
SOG01-15	State Letter to administrations, requesting the nomination of the designated focal points and/or the SME/members/leaders/coordinators of the project teams defined in the present meeting.	SAT SOG/01 SoD, para 7.1	Secretariat	May 2023

### SAT SOG/01 DECISIONS

Reference / Title	Description	Notes	Status
SAT SOG Decision 01/01 –SAT Oceanic Errors Safety Bulletin Project Team (SAT OESB PT)	That, a Project Team be established to elaborate the SAT oceanic errors safety bulletin (SAT OESB) aimed to improve safety in the South Atlantic airspace. The project team will review the NAT OESB document and determine which topics are relevant to the SAT region, compose a SAT OESB with relevant topics specific to the region, and will present a recommendation to the SAT SOG/2 regarding the implementation and publication of the SAT OESB document.	State Letter to administrations, requesting the nomination of the designated focal points and/or the SME/members/leaders/coordinators of the PT	On-going
SAT SOG Decision 01/02 – SAT annual safety report project team (SAT ASR PT)	That, a Project Team be established to elaborate the SAT annual safety report (SAT ASR) aimed to improve safety in the South Atlantic airspace. The project team will review the NAT ASR, compose a SAT ASR with relevant topics specific to the region, and will present the drafted document to the SAT SOG/2 to be validated.	State Letter to administrations, requesting the nomination of the designated focal points and/or the SME/members/leaders/coordinators of the PT	On-going

<p>SAT SOG Decision 01/03 – SAT RMAs’ harmonization / standardization project team (SAT RMA h/s PT)</p>	<p>That, a Project Team be established to identify the gaps and/or differences in the current procedures and methods of the three RMAs, thus, propose solutions to harmonize and standardize them. The PT would also conduct a feasibility study and implement a database. A project's progress report should be presented on SAT SOG meetings, ensuring transparency and accountability.</p>	<p>State Letter to administrations, requesting the nomination of the designated focal points and/or the SME/members/leaders/coordinators of the PT</p>	<p>On-going</p>
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**APPENDIX D**

**LIST OF SAT SOG 01 MEETING DOCUMENTS**

<b>WORKING PAPERS</b>	<b>AGENDA ITEM</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
1.1	1 a	Draft Agenda	Secretariat
1.2	1 b	ACM-S meeting SOD	Secretariat
1.3	1 d	SAT IMG/01 meeting SOD	Secretariat
2.1	2 b, d	IATA Proposal to Establish a South Atlantic Oceanic Errors Safety Bulletin	IATA
2.2	2 c	Proposal for the SAT Safety policy	SAT SOG
2.3	2 b	Proposal for an SAT SOG Communication Plan	SAT SOG
2.4	2 d	Proposal for deliverable guidelines for a SAT annual safety report	SAT SOG
2.5	2 a	SAT SOG working Plan	SAT SOG
2.6	2 f	Status of ATM operations in Dakar oceanic FIR	ASECNA
2.7	2 f	Increase ASECNA Airspace Capacity: Implementation of ASEPS (Advanced Surveillance-enhanced procedural separations) in Dakar oceanic airspace	ASECNA
2.8	2 e	Delimitation of the SAT geographical area and assignments for reviewing SAT-SOG Terms of Reference (TOR)	SAT SOG
2.9	2 f	ASECNA safety events collection and processing system	ASECNA
3.1	3	Operational safety occurrence reports (Air Safety Report) effective management	IATA
3.2	3 d	Benchmarking with NAT SOG and NAT CMA. Fast Track Procedures	SAT SOG
3.3	3 a	Analysis on results of RMAs survey and sample data collection	SAT SOG
3.4	3 b	Analysis of actions to harmonize/standardize RMAs procedures	SAT SOG
3.5	3 c	Feasibility of a common repository of safety occurrences	SAT SOG
4.1	4 a	Status of Conclusion 24/06: Traffic Statistics	SAT SOG
4.2	4 b	Traffic Picture in the EUR/SAM Corridor 2022	SATMA

<b>WORKING PAPERS</b>	<b>AGENDA ITEM</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
4.3	4	RCP/RSP trials in EUR/SAM Corridor	SATMA
5.1	5 b	PBCS Preparation Questionnaire for SAT States	CARSAMMA
5.2	5	ARMA report on SAT States from the AFI region	ARMA
5.3	5	Creating positive safety impact through capture and analysis of Strategic Lateral Offset Procedure (SLOP)	IATA
5.4	5 d	EUR/SAM Corridor CRM (2021)	SATMA
5.5	5 e	Data for Collision Risk Model in EUR /SAM	SATMA
5.6	5 c	Data visualization in air traffic management: mitigation of LHDs, risk management and monitoring	Trinidad and Tobago
5.7	5 g	Analysis of collision risk assessment methodologies in the EUR/SAM corridor	SAT SOG
5.8	5	2021 Vertical Collision Risk (CRM) in the SBAO	CARSAMMA
6.1	6	Creating an effective SAT SOG training framework	Trinidad and Tobago
<b>INFORMATION PAPERS</b>	<b>AGENDA ITEM</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
1.1	1	Meeting schedule	Secretariat
1.2	1	List of meeting documents	Secretariat
1.3	1 c	Review of the ICAO 41 Assembly	Secretariat
5.1	5 c	List of Mitigation actions	SATMA
5.2	5 b	Prospects for a PBCS database	CARSAMMA

END