



EIGHTH MEETING OF THE SAT IMPLEMENTATION MANAGEMENT GROUP (SAT IMG/8)

Virtual, 19 to 20 October 2026

Agenda Item 2: Planning and implementation programmes

ATLANTICO FIR Updates

(Presented by Brazil)

SUMMARY	
This Paper presents statistical data and performance indicators collected within the Atlântico FIR. The scope includes a comparative analysis of traffic movements against forecasts, as well as an assessment of fleet compliance with PBCS requirements.	
<i>Strategic goals</i>	A-Every Flight is safe and secure C- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All

1. Introduction

- 1.1. This Working Paper addresses the Atlantico FIR (SBAO) Update Report, including traffic figures, equipment and information on implementation activities.
- 1.2. The paper provides an updated overview of operational data for the SBAO area, as part of ongoing efforts to harmonize local practices with guidance and initiatives endorsed by the SAT Group. It presents a consolidated view of recent operational developments, together with the current status of the implementation of regional initiatives aimed at enhancing air traffic operations throughout the SAT region.

2. Discussion

General Overview

2.1 Key Performance Indicators

Indicator	Value
Total Traffic Movements	36,882
Traffic Growth (%)	7.3%
PBCS-Eligible Flights (%)	71.7%

2.2 Traffic Evolution

- 2.2.1 During the 7-month monitored period from 01 January 2026 to 31 July 2026, the Atlantico FIR (SBAO) recorded a total volume of 36,882 flight movements.
- 2.2.2 Applying the updated 2026 fleet capability assessment, a total of 71.7% of all flight movements, representing 25,031 flights, currently meet or possess the direct operational capability to meet the required performance criteria (RNP 10/4, RCP 240, RSP 180) for reduced separation standards in the EUR/SAM Corridor.
- 2.2.3 Traffic within SBAO demonstrated solid operational growth when comparing equivalent 7-month periods. Airspace demand increased by +7.3%, expanding from 34,373 flight movements, recorded between January and July 2025, to 36,882, during the same period in 2026.

Year	Total Movements	Variation (%)
Previous Year (Jan–Jul 2025)	34,373	-
Current Year (Jan–Jul 2026)	36,882	+7,3%

- 2.2.4 This upward trend aligns closely with the updated realistic 5-year forecast prepared by the Brazilian Air Navigation Management Centre (CGNA), which confirm sustained growth across the South Atlantic oceanic airspace, as shown in Figure 1



Figure 1 - CGNA Traffic Forecast 2023–2030 (Adapted to English)

Traffic Distribution & Airspace Optimization

2.3 ATS Route Utilization

2.3.1 From 01 January 2026 to 31 July 2026, traffic within the Atlantico FIR was highly concentrated along the main oceanic routes, as shown in the following.

Airway	Number of Flights	%
UN866	4442	21,83%
UN873	4194	20,61%
UN857	2338	11,49%
UL206	2306	11,33%
UN741	2179	10,71%
UZ51	1710	08,40%
UM799	689	03,39%
UZ54	433	02,13%
UM400	298	01,46%
UZ45	247	01,21%
UL375	239	01,17%
UZ49	230	01,13%
UN548	225	01,11%
UZ47	197	00,97%
UL540	195	00,96%
UM791	183	00,90%
UZ50	107	00,53%
UM661	104	00,51%
UL695	102	00,50%
UZ5	97	00,48%
UL224	40	00,20%
UZ55	37	00,18%
UL340	35	00,17%
UZ56	31	00,15%
UB623	25	00,12%
UZ48	14	00,07%
B623	2	00,01%
UL330	2	00,01%
TOTAL	20349	100.00%

2.3.2 Within the SBAO airways, of the 20,349 flights recorded during the period, the upper routes UN866 (21.83%) and UN873 (20.61%) account for more than 42% of the total monitored traffic, followed by UN857 (11.49%), UL206 (11.33%), and UN741 (10.71%).

2.3.3 The peak operational month of July 2026 recorded a total of 4,612 flight movements in the EUR/SAM Corridor. The analysis of full flight plan routes — correlated with flight origin, destination, and oceanic entry/exit waypoints — reveals an evenly balanced directional flow, as shown in the table below.

AIRWAY	Northbound	Southbound	Variation
UN866	951	29	97.0% (Mostly Northbound)
UN873	410	555	26.1%
UN857	180	359	49.9%
UN741	210	284	26.1%
UL206	255	269	5.2%
UZ51	110	287	61.7% (Mostly Southbound)
UM799	70	83	15.7%
Other Airways	100	462	78.4%
TOTAL	2,286	2,326	1.7%

2.3.4 During the peak month of July 2026, traffic was evenly distributed directionally, with Northbound movements accounting for 2,286 flights (49.6%) and Southbound movements representing 2,326 flights (50.4%), resulting in a minor directional variation of -1.7%.

2.3.5 The primary upper routes, UN866 (980 flights, 21.2%) and UN873 (965 flights, 20.9%), accommodated 42.1% of total peak-month traffic, followed by UN857 (539 flights, 11.7%), UL206 (524 flights, 11.4%), and UN741 (494 flights, 10.7%) in July 2026.

2.4 Flight Level Occupancy

2.4.1 Vertical traffic distribution in SBAO displays an intense concentration in the core high-altitude band between FL360 and FL390 (71.6%), with FL380 (22.3%) and FL390 (19.8%) representing the most heavily used flight levels.

Flight Level	Occupancy (%)
FL450+	0.1%
FL430	0.5%
FL410	6.8%
FL400	13.3%
FL390	19.8%
FL380	22.3%
FL370	18.7%
FL360	10.8%
FL350	5.1%
Other Levels	2.6%

Fleet Capabilities and Data Link Performance

2.5 Fleet Capabilities

- 2.5.1 A comparative analysis of flight plan reference capabilities, detailing total flight counts for the January-to-July periods in 2025 (31,777 flights) and 2026 (34,924 flights), alongside their percentage variation is presented below.

Capability	Flight Plan Reference	Jan-Jul 2025 (31,777 Flights)	Jan-Jul 2026 (34,924 Flights)	% Variation
RNP 10	PBN/RNP10	31,309 (98.53%)	34,663 (99.25%)	+0.72%
RNP 4	PBN/RNP4	28,546 (89.83%)	33,890 (97.04%)	+7.21%
CPDLC	Data Link Capability	30,953 (97.41%)	34,392 (98.48%)	+1.07%
ADS-C	ADS-C Capability (D1)	30,753 (96.78%)	33,757 (96.66%)	-0.12%
ADS-B OUT	ADS-B Declaration	31,405 (99.83%)	34,763 (99.54%)	-0.29%
RCP 240	P2	24,044 (75.66%)	25,334 (72.54%)	-3.12%
RSP 180	SUR/RSP180	23,783 (74.84%)	25,323 (72.51%)	-2.33%
PBCS Eligible	RNP10/RNP4 + RCP240 (P2) + RSP180 (D1)	23,740 (74.71%)	25,031 (71.67%)	-3.04%

Note: “PBCS Eligible” refers to aircraft that declare the navigation, communication, and surveillance capabilities required for PBCS operations, based on flight plan information (RNP10 or RNP4, RCP240/P2 and RSP180/D1).

Coordination and Interoperability

2.6 AIDC / OLDI Status

- 2.6.1 AIDC is fully operational between the SBAO and the adjacent Brazilian domestic FIRs, including Recife (SBRE), Amazonica (SBAZ), and Curitiba (SBCW). Additionally, AIDC has been implemented with the Dakar Oceanic FIR (GOOO) and is currently awaiting final system adjustments for active operational use.

2.7 AMHS Status

- 2.7.1 In terms of AMHS implementations, SBAO is fully integrated with the Brazilian domestic AMHS network, enabling automated ATS message exchange with adjacent domestic FIRs, including Recife (SBRE), Amazonica (SBAZ), and Curitiba (SBCW).
- 2.7.2 On the international level, Brazil maintains direct operational AMHS connections with 13 countries, including three SAT Group partners- Senegal (GOOO/Dakar),

France/French Guiana (SOOO/Cayenne), and Uruguay (SUEO/Montevideo) - in addition to a direct connection with SITA.

2.8 Main Challenges

- 2.8.1 Operational voice communications (TF-1) between the Atlantico ACC (SBAO) and the adjacent ACCs of Abidjan (DIII) and Johannesburg (FAJO) experienced technical degradation, presenting connectivity and hardware issues that impacted direct coordination. The comprehensive analysis of these telecommunication challenges and their respective technical solutions — including the installation of Comtech CDM 625 modems — resulted in the issues being fully repaired and reestablished.

Implementation Activities

2.9 Current Activities

Project	Status	Target Date
PBCS Implementation	Ongoing	26th November 2026

- 2.9.1 To support the transition to PBCS, the Atlantico ACC is conducting ATC training scheduled for completion on 23 October 2026, with AIP-Brasil publication scheduled for 1 October 2026. Concurrently, the operational safety assessment is on track to be finalized by 24 October 2026 and preparatory activities for continuous post-implementation performance monitoring remain actively ongoing.
- 2.9.2 During the reporting period, the DECEA finalized all regulatory and system automation milestones, establishing the operational Letter of Agreement with the Dakar Oceanic to support future PBCS operations.

3. Action by the Meeting

- 3.1 The meeting is invited to:
- note the information presented; and
 - provide direction as deemed necessary.

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