



ICAO

International Civil Aviation Organization

South Atlantic Implementation Management Group
SAT-IMG

SOUTH ATLANTIC IMPLEMENTATION MANAGEMENT GROUP EIGHTH MEETING

(virtual, 19-20 October 2026)

Agenda Item 2: Planning and implementation programmes

STATE REPORT DAKAR OCEANIC FIR

(Presented by ASECNA)

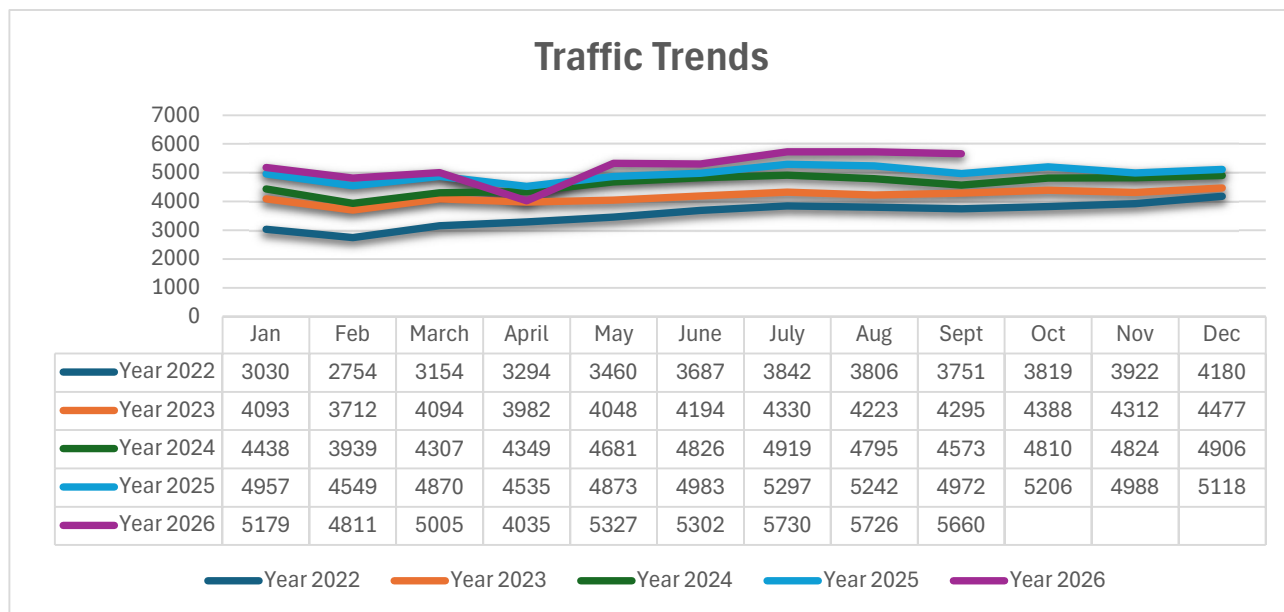
SUMMARY
<i>This paper outlines the latest updates in terms of traffic figures, equipage and developments in Dakar Oceanic FIR.</i>
REFERENCE
SAT-IMG action R-01 / R-02

1. Introduction

- 1.1 This paper addresses SAT-IMG tasks R-01 and R-02, “Provide State/ANSP Reports including traffic figures and information on implementation activities”.
- 1.2 The paper aims to provide an updated overview of the operational data in Dakar oceanic area as part of our ongoing effort to harmonize local practices with the orientations and initiatives adopted by the SAT Group. It is intended to present a consolidated view of recent developments, the current level of implementation of regional initiatives envisioned to enhance air traffic operations over the SAT region.

2. Discussion

Traffic trends in Dakar oceanic airspace

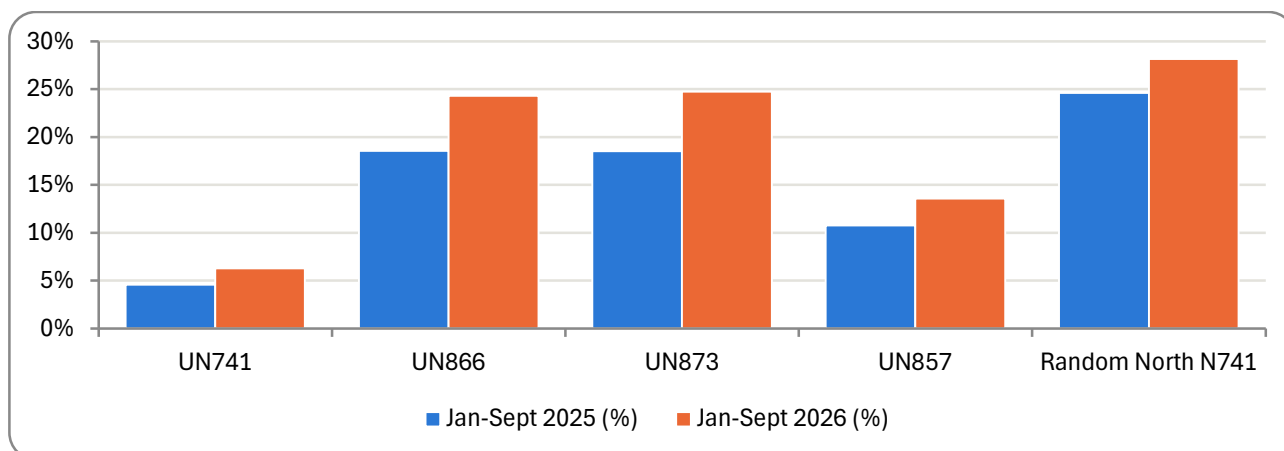


Graph #1

2.1 Graph #1 analysis shows steady traffic growth in Dakar Oceanic FIR since 2022. Year-on-year growth was 20,1% in 2023, 10,4% in 2024, 8,4% in 2025 and 5,6% in 2026, so traffic keeps rising, but more slowly each year. Annual traffic grew by about 11,7% per year on average between 2022 and 2025.

2.2 In 2026, traffic averaged about 5 200 flights per month, and July (5 730) and August (5 726) were the busiest months of the whole period. September 2026 (5 660) was 13,8% above September 2025. April 2026 was the only exception: 4 035 flights, 11% below April 2025. Without April, January to September 2026 traffic was 7,5% above the same period in 2025. The seasonal pattern repeats every year, with the lowest traffic in February and the highest in July and August.

Traffic distribution – Comparing Years 2025 and 2026



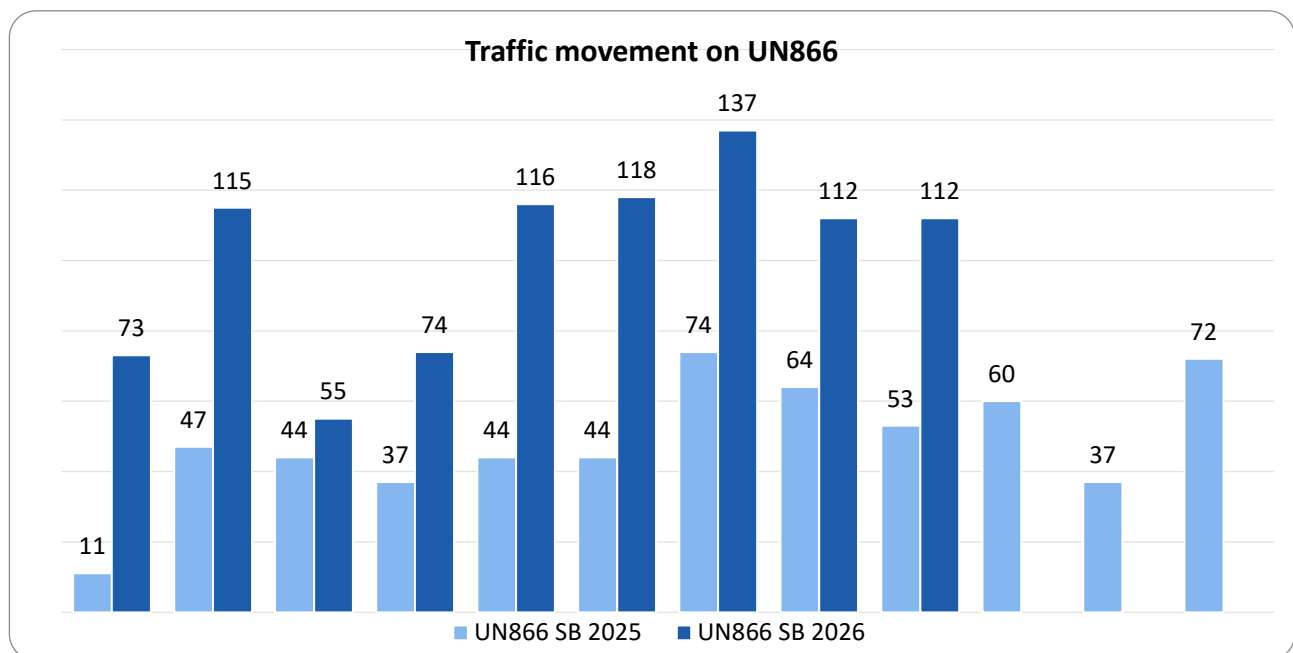
Graph #2

Period	UN741	UN866	UN873	UN857	Random North N741
Jan-Sept 2025	4,56%	18,57%	18,51%	10,77%	24,62%
Jan-Sept 2026	6,28%	24,30%	24,74%	13,55%	28,16%
Variation	1,73%	5,73%	6,23%	2,79%	3,54%

Table #1

- 2.3 Graph #2 and Table #1 analysis show how traffic was distributed between the four ATS routes of the EUR/SAM corridor (UN741, UN866, UN873 and UN857) and the random routing area west of UN741, for January to September 2025 and 2026.
- 2.4 The order of use is broadly unchanged. The random routing area remains the most used part of the airspace (24,62% in 2025, 28,16% in 2026), followed by UN873 and UN866, then UN857, with UN741 the least used.
- 2.5 The one change in ranking is that UN873 (24,74%) moved just ahead of UN866 (24,30%) in 2026; in 2025 the two routes were almost level.
- 2.6 The Variation row of Table #1 shows that every route, and the random routing area, gained share in 2026. The biggest increases in percentage points were on UN873 (+6,23) and UN866 (+5,73), followed by the random routing area (+3,54), UN857 (+2,79) and UN741 (+1,73).
- 2.7 Relative to their 2025 levels, the corridor routes grew faster than the random routing area: UN741 about +38%, UN873 +34%, UN866 +31% and UN857 +26%, against +14% for the random routing area. This points to growing use of the fixed ATS routes of the EUR/SAM corridor, in the context of rising overall traffic (Graph #1).

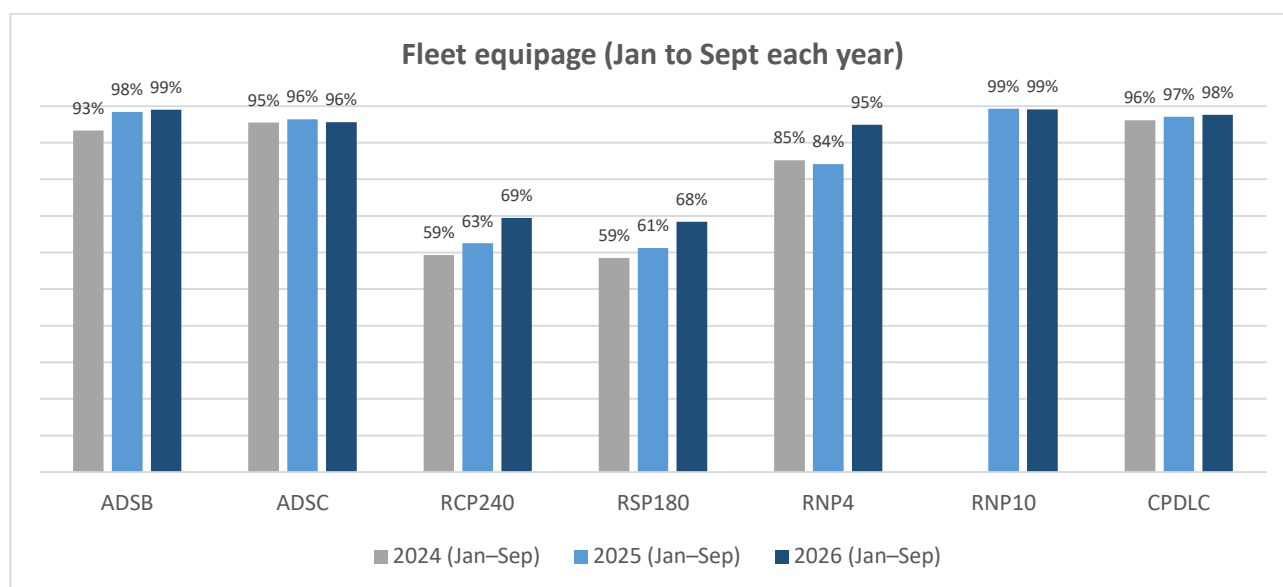
Traffic movement on ATS Route UN866



Graph #3

- 2.8 Graph #3 shows monthly southbound movements on ATS Route UN866 in 2025 and 2026. Southbound traffic more than doubled: 912 movements from January to September 2026, against 418 for the same period in 2025 (+118%).
- 2.9 The monthly average rose from about 46 to about 101 movements. Traffic for the first nine months of 2026 is already 55% above the total for the whole of 2025 (587 movements).
- 2.10 Every month of 2026 was above the same month of 2025. The increase was steepest in January (73 against 11, from a very low 2025 level) and smallest in March (55 against 44, +25%).
- 2.11 From May 2026, southbound traffic was held between 112 and 137 movements per month, about twice the 2025 level. July was the busiest month in both years (74 in 2025 and 137 in 2026). This growth is consistent with the rise in the share of total traffic carried by UN866 shown in Table #1 (from 18,57% to 24,30%). This shows that airlines are increasingly filing southbound on UN866.

Fleet capability



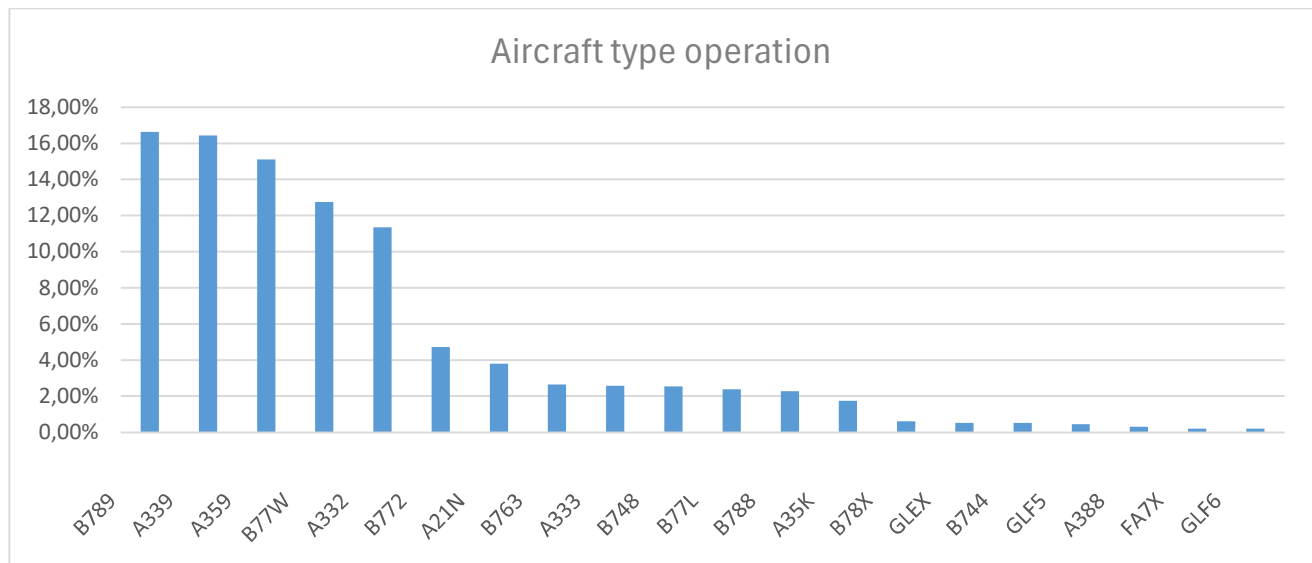
Graph #4

- 2.12 Graph #4 indicates the equipage and capabilities of aircraft operating in Dakar Oceanic FIR from January to September 2024, 2025 and 2026. Communication and surveillance equipage is now almost universal: in 2026, 98,99% of aircraft were ADS-B equipped, 95,60% ADS-C and 97,63% CPDLC.
- 2.13 The PBCS specifications remain the least common capabilities, but they are growing steadily. RCP240 went from 59,34% in 2024 to 62,52% in 2025 and 69,46% in 2026, and RSP180 from 58,50% to 61,23% and 68,36%. That is about +10 points for each over two years, with most of the gain in 2026 (+6,94 points for RCP240 and +7,13 points for RSP180). The two specifications move together and stay within about 1 point of each other, as aircraft usually declare RCP240 and RSP180 together.
- 2.14 However, almost 30% of aircraft are still not declared RCP240/RSP180 capable, while about 98% are CPDLC equipped and about 96% ADS-C equipped. This gap of about 28 points

means that a large part of the fleet has the data link equipment but does not declare PBCS capability.

- 2.15 With phase 1 of PBCS implementation in the EUR/SAM corridor tentatively planned for 26 November 2026, about seven in ten aircraft would currently be eligible for the PBCS-based separation minima. Further outreach to operators to obtain and declare PBCS approval would increase the benefits of this implementation.

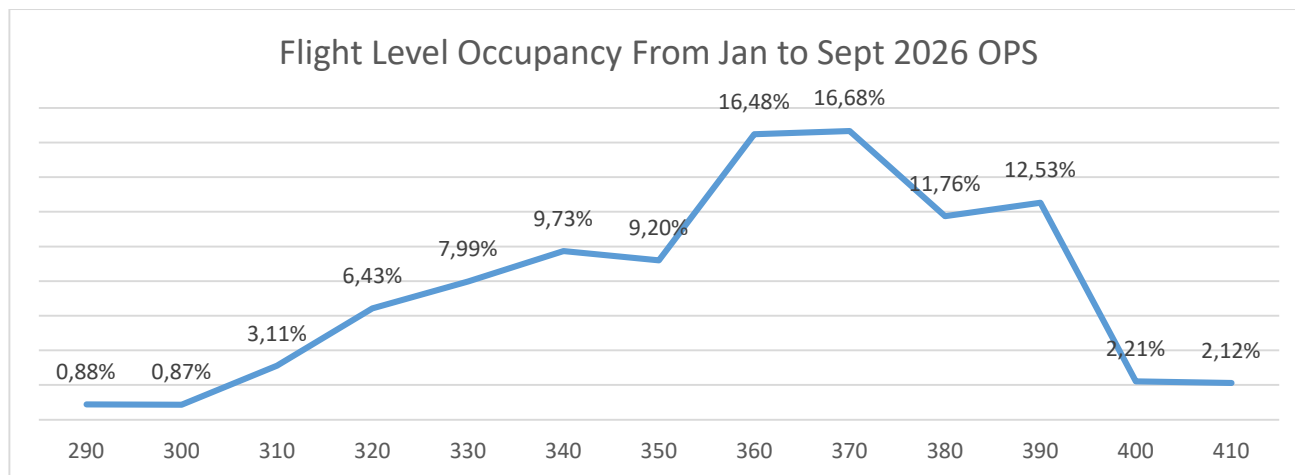
Aircraft type operations in Dakar Oceanic FIR from January to September 2026



Graph #5

- 2.16 Graph #5 shows the 20 aircraft types most frequently operated in Dakar Oceanic FIR from January to September 2026. Traffic is concentrated on a significant number of long-haul wide-body types: the B789 (16,63%), A339 (16,43%) and A359 (15,10%) together account for almost half of the traffic (48,16%), and with the B77W (12,74%) and A332 (11,36%) the top five types represent 72,26%.
- 2.17 By aircraft family, the B787 family (B788, B789 and B78X) accounts for 19,51% and the A350 family (A359 and A35K) for 16,84%. New-generation wide-bodies (B787, A350 and A339) alone represent 52,78% of the traffic.
- 2.18 This fleet mix is consistent with the high level of data link and surveillance equipage shown in Graph #4 (about 98% CPDLC, 96% ADS-C and 99% ADS-B in 2026), as most of these types are delivered with FANS 1/A data link capability.
- 2.19 However, it contrasts with the PBCS figures of Graph #4: with a fleet dominated by recent wide-body aircraft, only about 69% of aircraft are declared RCP240 and RSP180 capable.
- 2.20 This suggests that the PBCS gap is linked less to aircraft equipment than to operator approval and to the filing of PBCS capabilities in the flight plan.

Flight level occupancy distribution overview in Dakar Oceanic airspace



Graph #6

- 2.21 Graph #6 shows the distribution of flights by flight level in Dakar Oceanic FIR from January to September 2026, between FL290 and FL410.
- 2.22 Traffic is concentrated in the upper levels: FL360 to FL390 carry 57.45% of the traffic, and FL370 (16.68%) and FL360 (16.48%) alone account for one third (33.16%). FL390 (12.53%) and FL380 (11.76%) come next.
- 2.23 Use of the lowest and highest levels is limited: FL290 to FL310 represent 4.86% of the traffic, and FL400 and FL410 4.33%.
- 2.24 This distribution is consistent with the fleet mix shown in Graph #5. Long-haul wide-body aircraft, which represent most of the traffic, usually cruise between FL340 and FL390, which explains the concentration on FL360 to FL390.
- 2.25 The use of FL320 to FL350 can be linked to heavier aircraft at the start of long flights, such as the B77W, B772 and A332, which climb in steps as they burn fuel. FL400 and FL410 are mainly used by lighter or newer aircraft, including the business jets (GLEK, GLF5, GLF6 and FA7X) shown in Graph #5.
- 2.26 The strong demand for FL360 to FL390 on the EUR/SAM corridor routes underlines the benefit expected from reduced separation minima under PBCS, which would allow more aircraft to be accommodated at their optimum levels.

Communication and surveillance performance to support PBCS implementation project

RCP			RSP		
SPECIFICATION: RCP240		APPLICATION: CPDLC	SPECIFICATION: RSP180		APPLICATION: ADS-C
Total CPDLC transactions count	95% RCP240 Benchmark ACP<=180sec	99.9% RCP240 Benchmark ACP<=210sec	Total ADS-C transactions count	95% RSP180 Benchmark ASP<=90sec	99.9% RSP180 Benchmark ASP<=180sec
10 035	99,96	99,97	18 964	98,99	99,51

Table #2

- 2.27 Table #2 presents the results of the communication performance (RCP240/CPDLC) and surveillance performance (RSP180/ADS-C) data extracted in **September 2026** for the PBCS implementation project, compared with the RCP240 and RSP180 benchmarks.
- 2.28 A total of 10 035 CPDLC transactions and 18 964 ADS-C reports were analyzed. Communication performance meets both RCP240 benchmarks. 99,96% of CPDLC transactions were completed within 180 seconds (ACP), against a benchmark of 95%, and 99,97% within 210 seconds, against a benchmark of 99,9%. Only about 3 of the 10 035 transactions took longer than 210 seconds, well within the 0,1% tolerance (about 10 transactions).
- 2.29 Surveillance performance meets the first RSP180 benchmark: 98,99% of ADS-C reports were delivered within 90 seconds (ASP), against a benchmark of 95%. However, it does not meet the second benchmark: 99,51% of reports were delivered within 180 seconds, against a benchmark of 99,9%, a shortfall of 0,39 points. This represents about 93 reports delivered in more than 180 seconds, against about 19 allowed by the 0,1% tolerance.
- 2.30 Overall, CPDLC performance in Dakar Oceanic FIR is fully compliant with RCP240, while ADS-C performance is close to, but still below, the 99,9% RSP180 benchmark.
- 2.31 Further analysis of the late ADS-C reports, by operator, aircraft type and communication media, is needed to identify the causes and to bring surveillance performance in line with RSP180 before the implementation of PBCS.

Implementation activities

Concept	Status	
AIDC implementation with neighboring SAT States	Abidjan/Accra	Abidjan ACC successfully implemented AIDC with Accra ACC in July 2019
	Abidjan/Dakar	Dakar ACC successfully implemented AIDC with Abidjan ACC in November 2021
	Atlántico/Dakar	- Dakar ACC and Atlántico ACC transition to AIDC coordination on November 1st, 2023 - Delayed due to a technical issue, vocal coordination remains in effect - Significant improvement achieved in the technical issue resolution initiatives from both sides.
	Sal/Dakar	Dakar ACC successfully implemented AIDC with Sal ACC on 14th October 2026 Post implementation monitoring in progress
	Piarco/Dakar	A mission to Piarco conducted in December 2024 to set the first steps for a possible AIDC implementation
	Cayenne/Dakar:	A mission from the Dakar center to Cayenne will be scheduled to define a common roadmap for AIDC implementation
Implementation of ASEPS	- The space-based ADS-B is operationally implemented in Dakar Oceanic FIR since May 19th, 2022 - Used for situational awareness only at this stage Future implementation of ASEPS using Space-based ADS-B and CPDLC foreseen in 2027	
PBCS	- In accordance with Decision SAT IMG/02-1 and as agreed during SAT IMG04, PBCS implementation integrated in ESCIT activities with phase 1 for EUR/SAM corridor - Tentative implementation date of the first phase (time-based separation minima) on the November 26th, 2026. Implementation has been delayed because the ATC system upgrade currently prevents compliance with Task C2 of the PBCS checklist.	

3. Action by the Meeting

3.1 The meeting is invited to:

- a) note the information provided
- b) invite IATA to encourage operators to declare their PBCS capability (RCP240/RSP180) in the flight plan.
- c) discuss any relevant matter.

— END —