



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

#### Agenda Item 4: Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

##### 4.4. AFI Airspace Monitoring

##### Update on activities in the SAT Area

*(Presented by Secretariat)*

| SUMMARY  |  |
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| <p>This paper provides an update on safety and implementations matters pertaining to ATM and SAR in the South Atlantic area (SAT), highlighting key achievements, ongoing activities and issues requiring the attention of AASPG.</p> <p>The action by the Meeting is in <b>paragraph 3</b>.</p> |  |
| REFERENCES   |  |
| <ul style="list-style-type: none"> <li>• AASPG Procedural Handbook</li> <li>• SAT Handbook</li> <li>• Summary of discussions of SAT SG/2</li> <li>• Briefs from Joint SAT IMG/5 and SAT SOG/5</li> </ul>   |  |
| <b>Strategic Objectives</b>  | <b><i>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</i></b> |

## 1 INTRODUCTION

- 1.1 The Group for the Improvement of Air Traffic Services over the South Atlantic (SAT) was established pursuant to recommendation 5/11 of the Seventh AFI Regional Air Navigation (AFI RAN/7) meeting. Its membership comprises ICAO Contracting States in charge of Air Traffic Services provision over the South Atlantic, associated Air Navigation Service Providers (ANSPs), and International Air Transport Association (IATA). Member States include Angola, Argentina, Brazil, Cabo Verde, Cote d'Ivoire, France, Ghana, Morocco, Namibia, Portugal, Senegal, South Africa, Spain, Trinidad and Tobago and Uruguay.

- 1.2 The structure of the SAT Group includes three main bodies, an Administrative Group, the SAT Steering Group (SAT SG) and two Working Groups, i.e. the SAT Implementation Management Group (SAT IMG) and the SAT Safety Oversight Group (SAT SOG). Several projects' teams are established under each body to plan and implement the Decisions of the SAT SG.
- 1.3 Sections 1.4 (b) and 2.3 of the SAT handbook state that the AFI – Indian Ocean Planning and Implementation Regional Group (APIRG) and all user States should be kept informed of new developments as well as the identification and resolution of air navigation deficiencies in the SAT area. In addition, Section 7.1 of the SAT handbook requires that the SAT SG reports to APIRG through its Secretary and to other PIRGs through the accredited ICAO Regional Offices.
- 1.4 Since SAT SG/2, held in Dakar in 2024, several activities have been conducted in the SAT including meetings of the contributory bodies, as well as activities of established projects teams with significant achievements and some key issues raised that should be brought to the attention of AASPG.

## 2 DISCUSSIONS

### 2.1. SAT Steering Group

- 2.1.1 The SAT SG held its second meeting in Dakar, Senegal from 9 to 12 December 2024 at the kind invitation of the State of Senegal and ASECNA. The main Outcomes of the discussions included among others:
  - 2.1.1.1 *SAT SOG guidance material*: the endorsement of SAT SOG generic documentation such as Traffic Sample Data, SAT Project team TORs template, and the publication of the SAT Oceanic Errors Safety Bulletin (OESB).
  - 2.1.1.2 *SAT IMG operational guidance material*: the endorsement of the SAT IMG documentation such as the second edition of the SAT Doc 002 -SAT ATM contingency plan, the SAT Doc003-Minimum separation applicable in the EURSAM Corridor.
  - 2.1.1.3 *Traffic forecast in the SAT area*: endorsement of the APIRG/27 & RASG-AFI/10 Conclusion 6/06 regarding the provision of short-term (1 year), medium-term (3 Years) and long-term (5 years) traffic forecast in the SAT area.
  - 2.1.1.4 *Higher airspace and space operations*: establishment of a SAT Space Transport Operation (STO)-Higher Airspace Operations (HAO) Task Force to develop a mechanism for the effective management of the HAO and STO in the SAT area.
  - 2.1.1.5 *ADS-B Monitoring in the SAT*: ARMA and other RSOOs involved in the SAT were tasked to coordinate the conduct of a survey on the level of ADS-B equipage in the SAT area and assess the ANSP readiness for ADS-B operations within their respective FIRs.
  - 2.1.1.6 *Scope of the mandate of the SAT*: hat certain ANS domains such as AIM, MET, and SAR were not currently covered under the SAT mandate, despite their operational interdependencies with ATS. The meeting therefore proposed that the mandate of the SAT be reconsidered by the relevant PIRGs to include these areas.
  - 2.1.1.7 *SAT SG, IMG and SOG 2025 work programme*: the endorsement of the 2025 work programmes for the SAT SG, SAT IMG and SAT SOG including the conduct of the joint 5<sup>th</sup> meetings of SOG and IMG in Lima, Peru in April 2025.

- 2.1.1.8 The SAT SOG and SAT IMG subsequently held their fifth meeting jointly from 7 to 11 April 2025 at the ICAO SAM Regional Office in Lima, Peru in hybrid format. The official Summary of discussions is yet to be released. However, key highlights are summarized below.

## 2.2. SAT IMG/5

### *Planning and implementation programmes*

- 2.2.1 *Traffic trends:* A 9.2% increase in traffic in the SAT area was recorded in 2024 compared to 2023 including an 11% increase in the ERSAM Corridor.
- 2.2.2 *Traffic forecast:* In compliance with SAT SG/2 decision, the SAT Monitoring Agency (SATMA) provided traffic forecast in short term (2025), medium-term (2028) and long-term (2030), indicating expected traffic growth of 8.8% in 2025, 8.0% between 2026 and 2028 and 5.3% between 2029 and 2030.

### *ATC improvement:*

- 2.2.3 *Mach Number technique:* The Mach Number technique compensation was fully implemented in the whole EUR/SAM corridor in September 2024 with significant benefits recorded for airspace users and ANSPs.
- 2.2.4 *Performance-Based Communication and Surveillance (PBCS):* The SAT PBCS implementation plan checklist for the EUR/SAM corridor was endorsed, with a tentative date of implementation set for 2026.
- 2.2.5 *Automated coordination:* Significant progress was reported in AIDC implementation with effective connection between Abidjan/Accra, Abidjan/Dakar and satisfactory progress between Atlantico/Dakar and Dakar/Sal.

### *Airspace and ATS Route improvements*

- 2.2.6 *ATS Route UN866:* the route configuration in the EUR/SAM corridor was changed from unidirectional to bidirectional on 23 January 2025 to address airspace capacity constraints. It is anticipated that its operationalization will improve operational efficiency and environmental performance.

### *Revamping the CAFSAT network*

- 2.2.7 *Revamping the CAFSAT network:* persistent ground-ground communication issues between SAT ATS units were noted, related to network availability and interoperability between ground-ground COM facilities.
- 2.2.8 The meeting recommended the reactivation of the CAFSAT Network Monitoring Committee (CNMC) with the secretariat support of the WACAF Office, and the convening

of a meeting of CNS experts, including REDDIG administrator. The meeting would discuss existing issues, including potential backup solutions for CAFSAT and explore the opportunity of establishing a project team with draft ToRs.

## 2.3. SAT SOG/5

### *SAT SOG Projects.*

- 2.3.1 *SAT OESB 1*: The first SAT OESB was published in December 2024 to address CPDLC connexion issues observed between Abidjan and Dakar ACCs in the Dakar FIR where pilots were frequently mistakenly logged on to the wrong data authority, thus creating operational safety risks. Corrective measures were confirmed by ANSPs and airlines.
- 2.3.2 *SAT ATS Events scrutiny*: Based on the discrepancies observed in regional approaches, a study on the establishment of a SAT ATS events scrutiny group recommended that, each region provide SAT SOG with the outcomes of its ATS events scrutiny for consideration in the Collision Risk Assessment (CRA) calculations and reporting.

### *SAT Collision Risk Assessments (CRA)*

- 2.3.3 *Large Height Deviation (LHD)*: the number of LHD in the EUR/SAM corridor dropped from 37 (in 2023) to 20 (in 2024) representing 46% reduction in the risk factor. The reduction is attributable to the effective implementation of safety culture within ANSPs involved.
- 2.3.4 *SAT area delineation*: Phase 1 requested States to confirm their FIR boundary coordinates, to define an operational geographical line (LAT LONG coordinates) between domestic and oceanic airspace and to provide vertical limits and airspace classifications for airspace to be included in the SAT Area. However, limited feedback was received - only ASECNA (Dakar FIR) and Ghana (Accra FIR) responded. The start of Phase 2 was dependent on the completion of phase 1 and several projects in the SAT are delayed as a result.

## 2.4. Challenges in the SAT

- 2.4.1 Low provision of data by States hindering completion of some key projects such as the SAT area delineation, SAT traffic forecast etc.
- 2.4.2 Deficient Coordination between certain ATS units due to CAFSAT network issues and delayed implementation of AIDC.
- 2.4.3 Insufficient resource mobilization to support SAT projects and activities.

### 3 ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) Note the information provided in this working paper;
- b) Endorse the proposed conclusion on the expansion of the SAT Mandate to include AIM, MET and SAR; and
- c) Urge AASPG to foster resource mobilization for the effective implementation of SAT projects.

| AASPG/1 Conclusion 1/XX: Expansion of the SAT Mandate |   |         |  |                       |                               |
|---|---|---------|--|-----------------------|-------------------------------|
| Why:  | That, to ensure comprehensive support in the implementation of Air Navigation Services in the SAT area,                         |         |  |                       |                               |
| What:   | the SAT mandate and its handbook be amended to incorporate AIS, MET and SAR in the scope of its activities by 30 November 2026. |         |  |                       |                               |
| Who:  | SAT Steering Group  |         |  |                       |                               |
| When:   | 30 November 2026  |         |  |                       |                               |
| Implementation following up                           |   |         |  |                       |                               |
| Follow-up required                                    | Yes <input checked="" type="checkbox"/><br>No <input type="checkbox"/>  | Metrics | Metric 1: SAT TOR and Handbook amended | Means to collect data | Secretariat report to AASPG/2 |

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