INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/2)
Livingstone, Zambia, 2 - 6 November 2026

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

Update on activities in the South Atlantic Area

(Presented by the Secretariat)

SUMMARY
This paper provides updates on the developments in safety oversight and implementation matters in the South Atlantic area (SAT) highlighting achievements, ongoing activities and key issues to be brought to the attention of AASPG. The action by the Meeting is in **paragraph 3**
REFERENCES • AASPG Procedural Handbook • SAT Handbook • Report of SAT SG/3 • Reports of SAT IMG/6 to 8 and SAT SOG/6 to 8
Related ICAO Strategic Goals: A- Every Flight is Safe and Secure C- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All

1 INTRODUCTION

1.1 The Group of the Improvement of Air Traffic Services over the South Atlantic (SAT) is a technical group established through the recommendation 5/11 of AFI RAN/7 with a membership from ICAO Contracting States in charge of Air Traffic Services provision over the South Atlantic, associated Air Navigation Service Providers and the International Air Transport Association (IATA). Member States are 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 comprises 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 Technical working Groups and Project Teams are established under each body to plan and implement the Decisions of the SAT SG as well as recommendations from various PIRGs with interest in the SAT business.

1.3 The SAT Handbook (Sections 4.3 and 4.5) states that the AFI Aviation System Planning and Implementation Group (AASPG) 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.

1.4 Since AASPG/1, several activities have been conducted on the SAT including meetings of the contributory bodies as well as activities of established Technical Working Groups and Project Teams with significant achievements as well as some key issues raised that should be brought to the attention of AASPG.

2 DISCUSSIONS

2.1. SAT Steering Group (SAT SG)

2.1.1 Activities of the SAT SG included two meetings, both conducted virtually.

SAT SG Third Meeting (SAT SG/3)

- The third Meeting was held virtually from 8 to 10 December 2025.
- The Meeting discussed items concerning progress in the implementation of ATS improvement in the SAT, activities of the SAT contributory bodies namely the SAT Implementation Management Group (IMG) and the SAT Safety Oversight Group (SOG), the governance framework of the SAT as well as future activities of SAT bodies.
- Key outcomes of the meeting included:
  a) Endorsement of SAT IMG and SAT SOG activities reports.
  b) Endorsement of elections of the chairpersons of SAT IMG and SAT SOG.
  c) Endorsement of the new SAT IMG CNS Technical Working Group.

d) Endorsement of a fast-track approval procedures of operational documentation of the SAT.

SAT SG Extraordinary Meeting (SAT SG EO)

- The SAT SG extraordinary Meeting was held virtually on 18 June 2026.
- The Meeting reviewed and adopted the second edition of the SAT procedural handbook (SAT Doc001 Ed2.) which is provided at Appendix 1.

2.1.2 Upcoming SAT SG events

- Election of the chairpersons of the SAT SG scheduled at its next ordinary session. SAT SG/4 is scheduled from 8 to 10 December 2026. It is to note that the chair and vice chairpersons of the SAT SG will be elected during the 4th meeting. The meeting will be held virtually.

2.1.3 *Installation of a REDDIG node in Dakar:*
SAT SG/3 tasked ICAO Regional Offices WACAF and SAM, ASECNA and Senegal to coordinate the feasibility for the establishment of a REDDIG Node at Blaise Diagne International Airport to enhance connectivity between AFI and SAM regions. Coordination was initiated on the sideline of the SAT SG/3 followed by correspondence from ICAO WACAF to the stakeholders to establish a formal coordination framework on the matter, however this request is still pending response from ASECNA.

2.2. SAT IMG

2.2.1. Activities of SAT IMG included the conduct of several meetings namely the SAT IMG/6 (virtual 10, 12 & 13 November 2025), the SAT IMG/7 (Dakar, 6-10 April 2026), the SAT IMG/Extraordinary (Virtual, 18 September 2026) and the SAT IMG/8 (Virtual, 19-20 October 2026) as well as activities of ESCIT which is its technical working group dealing with ATS improvement in the EUR/SAM corridor airspace of the SAT area.

2.2.2. Key outcomes of SAT IMG Meetings include:

a) *SAT IMG secretariat*: The ICAO Nairobi Office took over the SAT IMG secretariat responsibility from the ICAO Paris Office from SAT IMG 6 and is being supported by a secondment provided by Spain.

b) *Traffic trends*: It was noted that an average 7.2% increase in traffic in the SAT area was recorded in 2025 as compared to 2024. This figure includes an increase of 15% in the EUR/SAM Corridor.

c) *Traffic forecast*: In compliance with SAT SG/2 decision, the SAT Monitoring Agency (SATMA) provided traffic forecast for the whole SAT Area which foresees an annual increase rate of 7.2% in (2026), 8.0% in (2028) and 5.3% in (2030).

d) *ATC improvement*:

- SAT PBCS implementation phase I is tentatively scheduled for 26 November 2026 in the EUR/SAM corridor. The project is coordinated by the EUR/SAM Corridor Implementation Team (ESCIT), a technical support team established under SAT IMG.
- The SAT Atlantic Ocean Random Routing Area (AORRA) implementation Team (AOIT) was reinstated to cater for implementation matters in the AORRA portion of the SAT area.
- The endorsement of the second edition of the SAT Contingency plan (SAT Doc 002).
- The SAT contingency Technical Team (SCTT) was established to coordinate the harmonized planning and implementation of SAT FIRs contingency plans.

e) *Automated coordination*: AIDC implementation has progressed in the whole SAT with effective connection between Abidjan/Accra, Abidjan/Dakar and satisfactory progress noted in AIDC establishment between Atlantico/Dakar, Dakar/Sal.

f) *CNS working Group (CNS WG)*: SAT SG/3 approved the establishment of the SAT CNS Working Group (SAT CNS WG) under the coordination of the ICAO WACAF Regional Office. Nominations from States and Organizations were received up to mid-September 2026. The draft Terms of Reference and membership list were circulated for review, and the Working Group is expected to commence its activities following the finalization of its Terms of Reference.

2.3. SAT SOG

2.3.1 Activities of SAT SOG included the conduct of several meetings namely the SAT SOG/6 (virtual 18-21 November 2025), the SAT SOG/7 (Dakar, 6-10 April 2026), the SAT SOG/Extraordinary (Virtual, 18 September 2026) and the SAT SOG/8 (Virtual, 28-30 October 2026). Activities in the SOG also included Project Teams work such as the RMA Harmonization and Standardization Project, the SAT Delineation Project, Annual Safety project as well as RVSM monitoring activities carried out by the South Atlantic RMA (SATMA) including the collision risk assessment (CRA) of the SAT RVSM airspace. The report of the first Meeting of the AFI ATS Event Analysis Group (AEAG/1) was also presented.

2.3.2 Key outcomes included:

a) Call for SAT FIRs to provide timely the requested delineation information to enable the finalization of the SAT delineation project. All SAT Members of the AFI region provided the data except Angola and South Africa. It is urgent that this project is concluded within 2026 as it has been pending since 2023 and several projects are pending completion of the SAT delineation.
b) Call for AEAG to continue support to SATMA with safety events trend and causes analysis to improve CRA in the entire SAT area.
c) The CRA in the EUR/SAM corridor was calculated at 3.62E-10 against the target level of safety of 5.00E-9 which indicates that the safety target was met in 2025.
d) Stable trend in Large Height Deviations (LHD) in EUR/SAM corridor with 23 LHD recorded in 2025 and the main contributing factors remaining coordination failure/deficiencies.

2.4. Challenges in the SAT

a) Insufficient and/or delayed of data by States to enable completion of some key projects such as the SAT area delineation and SAT traffic forecast.
b) Coordination deficiencies between some ATS units due to issues with the CAFSAT network and delayed implementation of AIDC.
c) Insufficient resource mobilization for SAT projects.
d) Limited opportunities for in-person meetings due to lack of volunteer host States.
e) Intermittent participation of some SAT Member States of the AFI region in SAT Meetings which impacts on reporting and harmonized implementation.

2 ACTION BY THE MEETING

3.1. The meeting is invited to:

a) note the information provided in this working paper;
b) encourage SAT States and participating organizations to maintain their active engagement in the implementation of SAT activities and projects;
c) urge the concerned SAT States that have not yet provided the required delineation data to do so without further delay, to enable completion of the SAT delineation project and related activities;
d) encourage SAT States and participating organizations to support resource mobilization for the effective implementation of SAT projects; and
e) provide further guidance, as appropriate.