



ICAO

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**REPORT OF THE SECOND MEETING ON THE IMPROVEMENT OF AIR TRAFFIC  
SERVICES OVER THE SOUTH ATLANTIC-STEERING GROUP  
(SAT-SG/02)**

**Dakar, Senegal, 9-12 December 2024**

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## **PART I: HISTORY OF THE MEETING**

### **1.1 Format, duration and objective of the meeting:**

The second meeting of the South Atlantic Steering Group was held in hybrid mode in Dakar, Senegal, from 9 to 12 December 2024, kindly hosted by Senegal in conjunction with ASECNA. The meeting aimed at reviewing activities carried out in the SAT area by its contributory bodies as well as safety and capacity improvement initiatives by SAT members States and organizations. The meeting also discussed new global and regional developments as well as challenges and way forward regarding the continued improvement of air traffic services over the South Atlantic.

### **1.2 Opening**

The meeting opening was punctuated by three remarks by the ASECNA Representative in Senegal Ms. Aissatou SY, the Director General of ANACIM and Chairperson of SAT SG, Dr. Diaga Basse and Mr. Zo'o Minto'o Prosper, Regional Director, ICAO WACAF.

Ms. Aissatou SY, the ASECNA Representative in Senegal, Representing the Director General of ASECNA, welcomed and thanked the participants for attending the meeting in Dakar. She emphasized the importance of meeting and wished successful outcomes to all.

Dr. Diaga Basse, Chairperson of SAT SG, expressed his gratitude to SAT Members and ICAO for the initiatives undertaken to strengthen air navigation safety in the South Atlantic region. He recalled the genesis of the SAT new structure stemming from the special meeting held in July 2021, which established the three bodies SG, IMG and SOG. He also expressed his thanks to the participants who joined in-person and virtually. He pointed out the importance of holding annual meetings of the steering group to discuss key matters regarding the activities of the contributory bodies and project teams. He invited in-person participants to join Senegal for the week's celebrations of the 80<sup>th</sup> anniversary of the signature of the convention on International Civil Aviation. He wished the participants a nice stay in Dakar and fruitful discussions.

The opening remarks were delivered by Mr. Prosper Zo'o Minto'o, Regional Director, ICAO WACAF, who expressed his gratitude to Senegal and ASECNA, for hosting the second meeting of the South Atlantic Steering Group. He thanked States and Organizations for facilitating the participation of their delegates at the meeting. He recalled that the role and function of the SAT SG are to ensure, with the support of its contributory bodies, a continuous, coherent and harmonized implementation of the air navigation system in the South Atlantic parties of the AFI and SAM Regions. He commended the significant work done by the SAT IMG and SAT SOG through their project teams and called for the commitment of all stakeholders, particularly States and ANSPs, to join efforts towards the effective implementation of projects in order to ensure the safety of air navigation in the SAT region.

### **1.3 Organization, Secretariat and attendance**

The meeting was presided over by Dr. Diaga Basse, Director General of ANACIM Senegal and Chairperson of the SAT Steering Group.

Mr. Zo'o Minto'o Prosper, Regional Director of ICAO WACAF was the Secretary of the meeting, supported by:

- Mr. Serge Guy Tchanda, Regional Officer, Air Traffic Management, ICAO WACAF;
- Mr. Fernando Hermoza, Regional Officer, Air Traffic Management, ICAO SAM; and
- Mr. Josue Soza, Regional Officer, Air Traffic Management, ICAO NACC.

The presence of Deputy Regional Directors from ICAO EURNAT and WACAF was noted.

The meeting was attended by Sixty-one (61) participants from SAT members States, Organizations and Observers. The list of participants is in **Appendix 1**.

#### **1.4 Working languages**

The meeting was conducted in the English language and the documentation was presented in this language.

#### **1.5. Agenda of the meeting**

The meeting adopted the following agenda.

<b>Agenda Item 1</b>	<b>Adoption of the Agenda and Work Programme of the Meeting</b>
<b>Agenda Item 2</b>	<b>Status of implementation of SAT SG/1 outcomes and the 2024 work programme</b>
<b>Agenda Item 3</b>	<b>Review of the contributory bodies' activities</b>
<b>Agenda Item 4</b>	<b>Global and regional developments with interest to the SAT Group</b>
<b>Agenda Item 5</b>	<b>SAT Members initiatives</b>
<b>Agenda Item 6</b>	<b>Terms of Reference and future work programme of SAT bodies</b>
<b>Agenda Item 7</b>	<b>SAT issues that require action by the ICAO HQ</b>
<b>Agenda Item 8</b>	<b>Review of the outcomes of SAT/SG2</b>
<b>Agenda Item 9</b>	<b>AOB and closing</b>

## Part II: REPORT ON THE AGENDA ITEMS

### AGENDA ITEM 1. ADOPTION OF THE MEETING AGENDA AND WORK PROGRAMME

1.1 The meeting agenda and work programme were adopted as proposed.

### AGENDA ITEM 2. STATUS OF IMPLEMENTATION OF SAT SG/01 OUTCOMES AND THE 2024 WORK PROGRAMME

#### 2.1 Status of Conclusions and Decisions of SAT SG/01

2.1.1 The Meeting reviewed the status and implementation of conclusions and decisions of the SAT SG/01. It was recalled that SAT SG/01 adopted seven (07) steering actions, two (02) Conclusions and nine (09) Decisions.

2.1.2 The Meeting noted that eight (08) out of nine (09) Decisions were completed; the two conclusions were still ongoing. Four (04) actions were completed and three were still ongoing. The status of Conclusions, Decisions, as well as Action items of SAT SG/01, is shown in **Appendix 2**.

2.1.3 The Meeting discussed SAT SG/01 Decision 02 regarding the adoption of SAT documents. The issue raised concerned the lack of clarity regarding the meaning and the nature of guidance documents that can be approved by means of correspondence, as well as the lack of an SAT documentation approval process. Based on the foregoing, the Meeting issued the following Decision.

<b>SAT-SG/02 Decision 01: Update of the documentation approval process</b>	
<b>Why</b>	<i>That, to improve the implementation of the SAT SG/01 Decision 02</i>
<b>What</b>	<ul style="list-style-type: none"> <li><i>a) Guidance documents refer to all technical documents developed by SAT bodies with impact on safety, flight efficiency and operational procedures;</i></li> <li><i>b) The SAT SG Secretariat and the SAT DMO identify all SAT documents and classify them as “Require SAT SG review and approval before publication”, “Not require SAT SG approval” and submit at SAT SG/03 for endorsement; and</i></li> <li><i>c) The SAT SG Secretariat, in coordination with SAT DMO, develop a documentation approval process of documents based on criteria in (b) and update the SAT handbook accordingly by 31 October 2025.</i></li> </ul>
<b>Who</b>	<i>b) &amp; c) SAT SG Secretariat, SAT DMO</i>
<b>When</b>	<i>b) &amp; c) By SAT SG/03</i>

## ***2.2 Follow up on the implementation Status of the 2024 Work Programme***

- 2.2.1 The Meeting reviewed the status of the implementation of the SAT Bodies 2024 work programme submitted by the secretariat.
- 2.2.2 The Meeting noted that the 2024 SAT SG work programme was implemented at 80%, SAT IMG covered 78% of the 2024 work programme, and SAT SOG executed 85% of its scheduled work. The meeting also noted that the joint activities of the three groups were 100% implemented.

## **AGENDA ITEM 3. REVIEW OF THE CONTRIBUTORY BODIES' ACTIVITIES**

### ***3.1. Activities of the SAT SOG : outcomes of the third and fourth meetings of the SAT Safety Oversight Group (SAT-SOG).***

- 3.1.1 The SAT SOG Secretariat provided the outcomes of the third and fourth meetings of the SAT Safety Oversight Group including summaries of discussions and related actions and decisions adopted. The summary of discussions of SAT SOG 03 and SAT SOG 04 are accessible through the ICAO secure portal at <https://login.icao.int/>, under the group "SATSOG".

### ***3.2. Outcomes of SAT SOG/03***

- 3.2.1 The Third Meeting of the South Atlantic Safety Oversight Group (SAT SOG/03) was held from 15 to 19 April 2024 in Sao Paulo, Brazil, to continue the safety optimization activities, within the scope of the SAT Group.
- 3.2.2 Regarding the safety reporting challenges, the SAT SOG/03 meeting recognized the importance of regional safety reporting to support safety management within the SAT region. The identified key points are a) Scarcity of Safety Reports and Reporting Quality Concerns; b) Fostering a Safety Reporting Culture; c) Integrating Safety Reporting into the SAT Oceanic Error Safety Bulletin (OESB); and d) Coordinated Campaign with IATA.
- 3.2.3 The SAT SOG/03 also discussed matters pertaining to Traffic Sample Data (TSD), with an initial review to determine the source of the TSD data files (standardization), the frequency with which the data files were submitted, acquire a high-level determination of the highest traffic volume areas, and determine the feasibility of: a) developing a unified SAT Region TSD file; b) developing harmonized collision risk estimations parameters; and c) establishing harmonized risk assessment methodologies.
- 3.2.4 The Regional Monitoring Agency Harmonization/Standardization Project Team (RMA PT) presented the initial assessment of the "Know Your Airspace" (KYA) at SAT SOG/03. In alignment with SAT Delimitation Phase 1, the work performed to date has been focused on the EURSAM Corridor, the area with the highest traffic volume.

- 3.2.5 The SAT Annual Safety Report Project Team (SAT ASR PT) provided on its work plan. The team leader reported on the task assignment to subject matter experts. A draft of the action plan was analyzed by the Meeting, resulting in improvements to facilitate alignment with the ASR PT's ToRs, as well as some clarifications to better define requirements and tasks.
- 3.2.6 Regarding the SAT Oceanic Error Safety Bulletin (OESB), a draft was scheduled for presentation during SAT SOG/04. The project team was tasked to evaluate the feasibility of integrating CPDLC and LHD as potential topics into the OESB prototype.
- 3.2.7 Regarding the development of scrutiny activities, during the initial analysis conducted among SMEs and the chair team, it was recognized that a better approach was needed to the proposal. It was considered that a feasibility study could be misunderstood as a decision already taken to implement by the SAT SOG. Therefore, the meeting proposed conducting a detailed analysis of the problem statement and the expected challenges.

### ***3.3.Outcomes of SAT SOG/04***

- 3.3.1 The Fourth Meeting of the South Atlantic Safety Oversight Group (SAT SOG/04) was held, virtually, from 01 to 04 October 2024.
- 3.3.2 SAT SOG/04 was informed that IATA's members had supported the utilization of Strategic Lateral Offset Procedures (SLOP) due to its safety benefits and to support turbulence avoidance. In this way, the IATA Latin America & Caribbean Regional Coordination Group (LATAM/CAR RCG), in coordination with IATA AFI and EUR colleagues, launched the SAT SLOP campaign in August 2024. The ICAO TV website has included a video on this topic, which can be accessed through the link: <https://www.icao.tv/videos/strategic-lateral-offset-procedures-slop>
- 3.3.3 The SAT SOG/04 was presented with deliverables developed by the SAT RMA H/S PT, including TSD template, KYA, action plan and standardization of safety assessment methodologies with a target date and achievement status.
- 3.3.4 Regarding the KYA document, it was recalled that it will be a "living" document, periodically updated to include ongoing assessments of the EURSAM Corridor, AORRA airspace, and low traffic volume areas. It provides the basis for the SAT RMAs' data consolidation methodology. Some key steps were identified to produce the next iteration of the SAT KYA: a) Update the general KYA elements, such as traffic flows, airspace usage and operator characteristics, using December 2023 traffic sample data or more recent data if available. b) Identify collision risk model parameter values applicable to the EURSAM corridor (e.g., occupancy, speed, and vertical overlap values). c) Identify collision risk model parameter values applicable to areas in the SAT Area with lower traffic volumes.
- 3.3.5 The SAT SOG/04 was also informed that the first SAT RMA Workshop took place at the ICAO NACC Office from 31 July to 2 August 2024.
- 3.3.6 As far as RVSM airspace operations are concerned, ARMA was invited to use the CARSAMMA LHD Manual in their analysis process, as most of the reports received by ARMA often do not include



- information on the duration of the event. Accordingly, the ARMA LHD Manual was developed and translated into French for a better use by the AFI region French speaking States.
- 3.3.7 The SAT ASR PT informed that a survey was developed and presented with the aim of determining which KPI and topics contained in the 2022 NAT ASR are applicable to the SAT and which topics should be included in the SAT ASR. The validated survey consists of the following documents: a) Survey SAT KPI 31 JULY 2024 - version D INSTRUCTIONS b) SAT SOG ASR PT Survey SAT KPI – SAMPLE c) SAT SOG ASR PT Survey SAT KPI version D – SURVEY. States/ANSPs responsible for providing air traffic services over oceanic airspace within the SAT area (specifically FL290 through FL410) were invited to fill in the survey and return it by mail.
- 3.3.8 With regards to the SAT OESB, the SAT SOG/04 agreed that bulletin be developed and published and that the bulletin should cover topics similar to the NAT OESB, including LHD, Contingencies, and SLOP, with additional content specific to SAT, such as Operations in the EUR/SAM Corridor and Safety Reporting.
- 3.3.9 A feasibility study examined the requirements and documentation necessary to create a Scrutiny Group for the South Atlantic (SAT) region. The study compared two established models, NAT SG and GTE (CAR/SAM Region Scrutiny Group), to identify the best practices and potential challenges for setting up a Scrutiny Group in the SAT area. Based on the experience shared, the meeting considered that the first phase would involve establishing a committee to develop its Terms of Reference (ToR), outlining its composition, working arrangements, and functions, with participation from the three SAT RMAs. The SAT RMA Project Team will identify available data to support the Committee in creating the SAT scrutiny entity handbook and setting up a data reporting mechanism. This will enable the Committee to analyze trends from aggregated SAT RMA data, identifying patterns and potential risks in the SAT airspace.

#### ***3.4. Achievements in SAT SOG related Project Teams activities***

- 3.4.1 The SAT SG/02 was informed that three (03) project teams are currently run under SAT SOG, including:
- a. SAT RMAs' HARMONIZATION/STANDARDIZATION PROJECT TEAM (SAT RMA H/S PT): this team is conducting 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, and SATMA).
  - b. SAT ANNUAL SAFETY REPORT PROJECT TEAM (SAT ASR PT): this team is tasked on improving aviation safety in the South Atlantic airspace by developing an annual safety report to analyze safety data, identify trends, propose enhancements, and mitigate risks.
  - c. SAT OCEANIC ERRORS SAFETY BULLETIN PROJECT TEAM PROJECT TEAM (SAT OESB PT): This team aims to establish a Bulletin, based on the NAT OESB, to provide guidance and best practices to operators in the SAT region to prevent errors and promote regional safety management.
- 3.4.2 The meeting noted the achievements by project teams, namely, the development of the TSD template, the update of the Project TORs Template, and the first SAT OESB (SAT OPS 2024\_002) which are at

**Appendices 5, 6 and 7** respectively to this report. The meeting also noted the ongoing activities within the project teams.

- 3.4.3 The Project Teams under SAT SOG pointed out the issue of insufficient resources (financial, Subject Matter Experts) and insufficient contributions from States and ANSPs especially the lack of or inconsistent data.
- 3.4.4 SAT SG/02 commended the work done by the SAT SOG secretariat and the project teams and took the following conclusions and decisions in support of the activities and achievements of the group.

<b>SAT-SG/02 Decision 02: Endorsement of the Outcomes of SAT SOG/03 &amp; SAT SOG/04</b>	
Why	<i>That, to support the activities of the SAT Safety Oversight Group.</i>
What	<i>The SAT SOG 03 and SAT SOG/04 summary of discussions together with the decisions and actions by the group are endorsed.</i>
Who	<i>SAT SG/02</i>
When	<i>12 December 2024</i>

<b>SAT-SG/02 Decision 03: Endorsement of the SAT SOG generic documents</b>	
Why	<i>That, to enhance effective safety oversight and management in the SAT area:</i>
What	<ul style="list-style-type: none"> <li><i>a) The Traffic Sample Data (TSD) collection template is endorsed</i></li> <li><i>b) The new ToRs template for all SAT project teams is endorsed; and</i></li> <li><i>c) The integration of the new Project Teams ToRs template into the SAT Handbook is approved;</i></li> </ul>
Who	<ul style="list-style-type: none"> <li><i>a) &amp; b) SAT SG/02</i></li> <li><i>c) SAT DMO</i></li> </ul>
When	<ul style="list-style-type: none"> <li><i>a) &amp; b) 12 December 2024</i></li> <li><i>c) 31 July 2025</i></li> </ul>

<b>SAT-SG/02 Conclusion 04: Maintenance and Coordination of the new editions of SAT OESB</b>	
Why	<i>That, to ensure the effective and timely publication, maintenance and availability of the SAT OESB,</i>
What	<i>a) The South Atlantic Oceanic errors safety bulletin – SAT OPS 2024_002 is endorsed for publication by 31 December 2024;</i> <i>b) IATA, SAT states, ANSPs and ICAO secretariat are tasked to support the analysis and gathering of safety matters and consolidate the contents for the next editions of the Bulletins;</i> <i>c) The SAT DMO is tasked with maintaining the SAT OESB, including overseeing updates and publication; and</i> <i>d) The SAT SG Secretariat coordinate the hosting of the SAT OESB on a single repository and the posting of access link on all official channels.</i>
Who	<i>a) SAT SG/02</i> <i>b) IATA, SAT States, ANSPs, ICAO Secretariat</i> <i>c) SAT DMO</i> <i>d) SAT SG secretariat</i>
When	<i>a) 12 December 2024</i> <i>b) As soon as required</i> <i>c) As from 31 December 2024</i> <i>d) 31 December 2024</i>

### **3.5. Activities of the SAT IMG :Outcomes of the third and fourth meetings of the SAT Implementation Management Group (SAT-IMG)**

3.5.1 The meeting reviewed the summary of the outcomes of the two SAT IMG meetings including the summary of discussions, the list of actions, and the decisions adopted. The summary of discussions of the SAT IMG/03 and SAT IMG/04 are accessible through the ICAO secure portal at <https://login.icao.int/>, under the group “SATIMG”.

### **3.6. Outcomes of SAT IMG/03**

3.61 The third meeting of the South Atlantic Implementation Management Group (SAT IMG) was held from 5 to 8 February 2024 in Santa Maria (Azores), Portugal, thanks to the kind invitation of the Portuguese Air Navigation Service Provider (NAV Portugal).

3.62 The SAT IMG/03 discussed the work of the Performance Based Communication and Surveillance (PBCS) implementation Project Team, and started the work on a seamless airspace data table (information on capabilities of the oceanic flight information regions (FIR)s or portions of oceanic airspace for all States within the South Atlantic area) which will be used as a baseline for a SAT service development roadmap, reviewed the IATA SAT operational strategy and analyzed the study results for the change of the ATS route UN866 to a bi-directional ATS Route within the EUR/SAM (Europe to/from South America) corridor.

- 3.63 As a major milestone, the SAT IMG/03 endorsed the SAT Contingency Plan (SAT Doc 002, 1<sup>st</sup> edition, February 2024), which provides harmonized ATM contingency arrangements for flights in the SAT area.
- 3.64 The SAT IMG/03 closed multiple pending decisions & action items and agreed to 7 new decisions and 6 new actions for completion until the next meeting.

### **3.7. Outcomes of SAT IMG/04**

- 3.7.1 The fourth meeting of the South Atlantic Implementation Management Group (SAT IMG 04) was held from 7 to 11 October 2024 in Abidjan, Cote d'Ivoire, thanks to the kind invitation of ASECNA.
- 3.7.2 The SAT IMG/04 discussed the work of the Performance Based Communication and Surveillance (PBCS) implementation Project Team and endorsed the PBCS Implementation checklist for the EUR/SAM Corridor from the ESCIT. The Group reviewed the State reports and agreed to several Action Items to further support the implementation of AMHS and AIDC. The implementation of the Mach Number Technique for the EUR/SAM corridor was finalized with Brazil declaring its readiness for Nov 2024.
- 3.7.3 The delineation of the SAT area was discussed, and it was agreed to send out a State Letter requesting States to confirm their FIR boundaries, to define an operational geographical line (LAT/LONG coordinates) between domestic and oceanic airspace and provide vertical limits and airspace classifications for airspace to be included in the SAT Area.
- 3.7.4 The Group discussed a proposal from SATMA to develop PBCS Monitoring and Reporting Guidance Material (in accordance with the PBCS Manual and NAT Doc 011) for the EUR/SAM Corridor (phase 1), which will be coordinated amongst the involved RMAs and presented as a new SAT Document at the next SAT IMG/05 meeting.
- 3.7.5 In accordance with the SAT IMG/03-06 Decision, the planned changes (dualization) to the ATS Route N/UN866 within the EUR/SAM (Europe to/from South America) corridor will be implemented on AIRAC 23 JAN 2025 by all 4 involved States (Brazil, Cabo Verde, Spain, Senegal).
- 3.7.6 The SAT IMG, together with the SAT DMO, reviewed the SAT Contingency Plan (SAT Doc 002), which provides harmonized ATM contingency arrangements for flights in the SAT area and a new version (2<sup>nd</sup> edition, November 2024) was endorsed by SAT IMG/04.
- 3.7.7 Based on the work from the ESCIT, a new SAT Doc 003 (Application of Separation Minima in the EUR/SAM Corridor), similar to NAT Doc 008, was endorsed by the SAT IMG. The SAT Doc 003 contains definitions, general rules pertaining to the application of separation minima, and the different separation minima in the vertical and horizontal planes applicable to aircraft operating in the EUR-SAM Corridor.
- 3.7.8 In response to the SAT IMG Decision 03/05 (Development of a SAT OPS Bulletin to address the CPDLC logon issues for flights especially in the Dakar –Abidjan-Accra FIRs as a mitigation measure for the

presented safety aspects), a drafting group session was held during the SAT IMG/04 and a new SAT OPS Bulletin was developed and endorsed.

- 3.7.9 The AFI RMA presented their Large Height Deviation (LHD) reporting challenges for States in the SAT Area and SAT IMG endorsed specific action to enhance LHD reporting.
- 3.7.10 Following a presentation from the United States, the SAT IMG approved the development of specific safety occurrence reporting (i.e. for LHDs, LLDs, and LLEs) guidance material for ANSPs and aircraft operators, which will be presented as a new SAT Document for adoption at the SAT IMG/05 meeting in April 2025.
- 3.7.11 A presentation on the SAR activities of Côte d'Ivoire resulted in an SAT IMG discussion on strengthening international SAR collaboration among the SAT Area States.
- 3.7.12 The SAT IMG/04 closed multiple pending decisions & action items and agreed to 8 new decisions and 7 new actions for completion until the next SAT IMG/05 meeting, tentatively scheduled from 7 to 11 April 2025, at ICAO SAM office in Lima, Peru, in back-to-back with SAT SOG/05. The Meeting noted the comments from the EUR/NAT Regional Office, that they have been supporting the SAT IMG work since 2021 based on the invitation of the SAT meeting for the initial establishment period. The meeting further took note of the will of EURNAT Regional Office to continue providing support to SAT in 2025 and beyond, however, in a different form from 2026 to ensure optimum use of resources.

### **3.8. *Achievements in SAT-IMG related Project Teams activities***

- 3.8.1 The Meeting was updated with the activities and achievements of SAT IMG related project teams. It was noted that several activities were run under the ESCIT, including PBCS, the application of separation minima in the EURSAM corridor, the dualization of the ATS route UN866 in the EURSAM corridor, and the compensation of the Mach number technique. Other projects included the SAT ATM contingency plan, and the SAT area delineation.
- 3.8.2 The Meeting noted that the project on the Mach number technique, the SAT ATM contingency plan and the development of a manual on the application of separation minima in the EURSAM corridor were concluded. At the same time, the projects on the dualization of UN866 will be concluded by **March 2025**. The SAT area delineation was still ongoing, and the start of phase 2 was pending responses from States and ANSP regarding the provision of key information on confirmation of their FIR boundary coordinates and vertical limits, the airspace classification in the SAT area as well as the provision of a demarcation line between the domestic airspace and the SAT area airspace of their FIR.
- 3.8.3 Similar to challenges raised by SAT SOG project teams, the Project Teams under SAT IMG pointed out the issue of insufficient resources (financial and Subject Matter Experts) and insufficient contributions from States and ANSPs especially for data collection.

- 3.8.4 Based on the information provided on the SAT IMG activities, the SAT SG/02 meeting commended the SAT IMG and its project teams for the tremendous work done and formulated the following decisions to endorse the reports provided and the guidance material at **Appendices 8, 9 and 10** to this report.

<b>SAT-SG/02 Decision 05: Endorsement of the Outcomes of SAT IMG/03 &amp; SAT IMG/04</b>	
Why	<i>That, to support the activities of the SAT Implementation Management Group.</i>
What	<i>the SAT IMG/03 and SAT IMG/04 summary of discussions together with the decisions and actions by the group are endorsed.</i>
Who	<i>SAT SG/02</i>
When	<i>12 December 2024</i>

<b>SAT-SG/02 Decision 06: SAT IMG guidance documents</b>	
Why	<i>That, to support the effective implementation in the SAT area.</i>
What	<ul style="list-style-type: none"> <li><i>a) The second Edition of the SAT ATM contingency plan (SAT Doc002) is endorsed</i></li> <li><i>b) The first Edition of the list of minimum separation applicable in the EURSAM Corridor (SAT Doc003) is endorsed;</i></li> <li><i>c) The first edition of the SAT Ops bulletin 2024_001 is endorsed for publication and dissemination; and</i></li> <li><i>d) The SAT IMG Secretariat, in coordination with the SAT DMO, are tasked with the maintenance, archiving, and dissemination of the documents endorsed.</i></li> </ul>
Who	<ul style="list-style-type: none"> <li><i>a) to c) SAT SG/02</i></li> <li><i>d) SAT IMG Secretariat, SAT DMO</i></li> </ul>
When	<ul style="list-style-type: none"> <li><i>a) to c) 12 December 2024</i></li> <li><i>d) Permanent</i></li> </ul>

### **3.9. SAT Documentation Management Office (DMO) : SAT DMO Activities report**

- 3.9.1 The Meeting was recalled that the SAT Document Management Office (DMO) ensures the currency, consistency, and harmonization of SAT documentation across the region. As stipulated in the Terms of Reference, the DMO is responsible for:

- a. Coordinating with ICAO Regional Offices and relevant SAT contributory bodies to continuously review SAT documentation, propose updates, and manage approvals as per SAT Doc 001;
  - b. Supporting ICAO Regional Offices in implementing and publishing approved proposals; and
  - c. Coordinating with NAT DMO to ensure that the documentation in the SAT and NAT regions, especially within interface areas, remains consistent and up to date.
- 3.9.2 The Meeting was updated with the activities conducted since its establishment in March 2024. It was noted that the DMO has collaborated with the ICAO SAT Secretariat through regular meetings to finalize the Handbook Revision 04.
- 3.9.3 The SAT DMO has collaborated with SAT IMG to revise the SAT Contingency Plan (SAT Doc 002, 2nd edition, November 2024) and the SAT Document related to the Application of Separation Minima in the EUR/SAM corridor (SAT Doc 003, 1st edition, November 2024), providing input on content updates and, if needed, visual enhancements to improve usability.
- 3.9.4 The SAT DMO also assisted the SAT IMG in developing the first edition of the SAT OPS bulletin, which was endorsed through SAT IMG/04-8 action to address CPDLC logon issues in the Dakar FIR between Dakar ACC, Abidjan ACC, and Accra ACC.

### **3.10. Establishment of a SAT documentation webpage**

- 3.10.1 The SAT DMO presented a paper on the proposal to establish a webpage for SAT to enhance its management, accessibility, and preservation.
- 3.10.2 The proposal of an SAT documentation webpage is based on the model provided by ICAO groups, such as GREPECAS and NAT. The Webpage is proposed as a centralized digital platform to host publications that should be publicized to airspace users, such as SAT documents, operational bulletins and guidelines, and regulatory updates. The webpage would align with ICAO's frameworks for other groups, ensuring accessibility and consistency across stakeholders.
- 3.10.3 It was highlighted that to support this initiative, it is vital to identify a sponsor who will provide financial and technical resources to establish and maintain the SAT documentation page, ensuring sustainability and long-term support. Based on the experience of other groups, it is suggested that one of the SAT ICAO Regional Offices create and host the SAT Documentation page.
- 3.10.4 The Meeting recognized the importance of establishing a centralized system for SAT documentation management. However, it was highlighted that the creation of such a webpage would follow ICAO established rules and procedures. The meeting therefore requested that further analysis be conducted on the proposal to ensure consistency and robustness. The following decision was taken in support of the discussion.

<b>SAT-SG/02 Decision 07: Development of a SAT documentation webpage</b>	
<b>Why</b>	<i>That, to support the development and the establishment of an effective SAT documentation management webpage.</i>
<b>What</b>	<p><i>a) The principle of establishment of a SAT Documentation Webpage is endorsed;</i></p> <p><i>b) The SAT DMO, supported by the ICAO Secretariat, conduct a feasibility study on the establishment of a SAT documentation webpage, including specifications and requirements for resources and submit its outcomes to the SAT SG/03</i></p> <p><i>c) In the interim, the ICAO Regional Office in Dakar host the SAT documentation repository;</i></p> <p><i>and</i></p> <p><i>d) The SAT DMO is assigned the responsibility of overseeing the webpage's development, implementation, and management.</i></p>
<b>Who</b>	<p><i>a) SAT SG/02</i></p> <p><i>b) SAT IMG Secretariat, SAT DMO</i></p> <p><i>c) SAT SG Secretariat</i></p> <p><i>d) SAT DMO</i></p>
<b>When</b>	<p><i>a) 12 December 2024</i></p> <p><i>b) SAT SG/03</i></p> <p><i>c) 31 December 2024</i></p> <p><i>d) Permanent</i></p>



**AGENDA ITEM 4. GLOBAL AND REGIONAL DEVELOPMENT.**

**4.1. Outcomes of the 14th Air Navigation conference**

- 4.1.1 The Meeting was updated with the outcomes of the 14<sup>th</sup> Air Navigation Conference held from 26 August to 6 September 2024 in Montreal, Canada. The Conference focused on the theme "Performance Improvement Driving Sustainability." The conference aimed to reach a global consensus on initiatives that would enable ICAO, Member States, and the industry to address aviation's environmental challenges and the rapid evolution in operations and technologies.
- 4.1.2 The conference provided a platform for detailed technical discussions, which led to a set of twenty-three high-level recommendations in the field of air navigation and safety. These recommendations will be submitted for approval to the Council and, when applicable, for subsequent endorsement by the 42<sup>nd</sup> Session of the Assembly in 2025.
- 4.1.3 Recommendations of interest to the SAT included: Airspace optimization initiatives and ATM contingency management; GNSS radio frequency interference; Project 30/10-optimized implementation of longitudinal separation minima; study into the feasibility of establishing an ICAO air navigation efficiency audit programme; enabling successful deployment of Trajectory-based operations; Free Route Airspace; Delegation of responsibility for the provision of air traffic services; Addressing the safe integration of space transport operations into the airspace system; Higher Airspace Operations; FF-ICE and sunset date of FPL2012.
- 4.1.4 SAT SG/02 noted and recognized the potential impact of the recommendations of AN Conf/14 on air traffic services in the SAT area in the near future. The Meeting therefore agreed that a close follow up and the proactive designing of a roadmap would be the effective way to ensure timely implementation of the recommendations once adopted by the assembly. The Meeting formulated the following decision:

<b>SAT-SG/02 Decision 08: Review of the outcomes of the 14th Air Navigation conference</b>	
Why	<i>That, to ensure proactive implementation of the recommendations of the 14<sup>th</sup> air navigation conference.</i>
What	<i>The SAT IMG and SAT SOG review the ANCONF/14 recommendation, follow-up the Assembly 42<sup>nd</sup> outcomes and develop an implementation roadmap in relevant areas for endorsement by SAT SG.</i>
Who	<i>SAT IMG &amp; SAT SOG Secretariats</i>
When	<i>SAT SG/03</i>

## 4.2. Outcomes of APIRG/RASG-AFI meetings related to SAT

- 4.2.1 The Secretariat presented the outcomes of the twenty-seven meeting of the Africa Indian-Ocean Planning and Implementation Regional Group (APIRG/27) and the Tenth meeting of the Regional Aviation Safety Group-Africa-Indian Ocean (RASG-AFI/10). It was recalled that the meetings of the two groups were held back-to-back from 4 to 8 November 2024 in East London, Republic of South Africa.
- 4.2.2 It was noted that the Secretariat submitted a paper to the joint session of the two groups on the development in the SAT area, including some keys items requiring APIRG's actions, namely the ongoing SAT area delineation, the request for further guidance on the suitable options on the publication of traffic forecasts for the SAT area as well as the issue of the enhancement of safety oversight and management in the SAT airspace.
- 4.2.3 Challenges faced by SAT groups to effectively discharged its mandate were also raised at the APIRG/27 & RASG-AFI/10 joint session. These challenges included the lack of or inconsistent data provided by AFI SAT member States and their associated ANSPs, the low involvement of decision makers from AFI SAT member States in SAT business.
- 4.2.4 Regarding traffic forecasting the ICAO SAM Secretariat informed the meeting of the inability of GREPECAS to provide traffic forecast for the SAT area due to lack of resources. On this last point, the Meeting discussed the point raised by ICAO SAM, and clarified that States were expected to provide air traffic statistics only to SATMA to enable the provision of traffic forecasts for the whole SAT area. It was agreed, therefore, that ARMA and CARSAMMA will collect and share the traffic statistics with SATMA.
- 4.2.5 The SAT SG/02 commended the Secretariat for effective coordination with APIRG. SAT member States of the AFI region were urged to improve their support for the SAT initiatives. Based on the above, the Meeting agreed to the following conclusions and decisions to address the needs or issues in the SAT area:

<b>SAT-SG/02 Conclusion 09: Traffic forecast in the SAT area</b>	
Why	<i>That, to ensure an effective and systematic forecast of air traffic in the whole SAT area,</i>
What	<i>a) ARMA and CARSAMMA collect, consolidate and share with SATMA the annual traffic statistics and traffic flows for the SAT airspace (e.g AORRA, Piarco FIR) outside the EURSAM corridor; and b) SATMA provide a comprehensive traffic forecast for the entire SAT area for short-term (1 year basis), medium-term (3 Years) and long-term (5 years).</i>
Who	<i>a) ARMA &amp; CARSAMMA b) SATMA</i>
When	<i>a) By July every year b) At each SAT SG Meeting</i>

<b>SAT-SG/02 Conclusion 10: Acknowledgment of RSOOs of the AFI region membership</b>	
<b>Why</b>	<i>That, to ensure the effective and timely conduct of the ATS events scrutiny in the SAT area in due course,</i>
<b>What</b>	<p><i>a) The RSOOs of the AFI region (AAMAC, BAGASOO and SASO) are recognized as SAT members; and</i></p> <p><i>b) AAMAC, BAGASOO and SASO will participate in the scrutiny activities in the SAT area.</i></p>
<b>Who</b>	<i>SAT SG/02</i>
<b>When</b>	<i>12 December 2024</i>

### **4.3. Outcomes of EASPG related to SAT**

- 4.3.1 The Meeting was provided with information about the 6th Meeting of the European Aviation System Planning Group (EASPG/6), which was held from 3 to 6 December 2024 at the ICAO EURNAT office in Paris, France.
- 4.3.2 The Meeting took note of ongoing developments in the European Region, including the consideration of the AN Conf/14 recommendation within the regional work programme, the establishment of an FF-ICE Task Force, and the conduct of a workshop on HAO in coordination with NAT. It was mainly highlighted that there was no matter discussed that would impact the SAT area.

### **4.4. Outcomes of GREPECAS related to SAT**

- 4.4.1 The Meeting took note that the Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22) was held in two parts: one as an online asynchronous session from 16 September to 18 October 2024; and the second session as an in-person meeting held at the ICAO SAM Regional Office premises in Lima, Peru, from 20 to 22 November 2024.
- 4.4.2 GREPECAS/22 discussed matters related to South Atlantic safety, such as Cyclone monitoring and activities of the GREPECAS Scrutiny Working Group (GTE).
- 4.4.3 The Meeting noted the establishment of the western South Atlantic Tropical Cyclone Advisory Centre (TCAC) to be hosted by Brazil. The establishment of the TCAC will foster collaboration in cyclone monitoring and reporting, which is crucial to mitigating the impacts of these severe events and minimizing their effects on operations and safety.
- 4.4.4 The Meeting was also provided with an overview of the activities carried out by the GREPECAS Scrutiny Working Group (GTE) during 2023 and the first semester of 2024. It was noted that the

CAR/SAM Regions' Collision Risk Model (CRM) assessment for 2023 was  $2.371 \times 10^{-9}$ , indicating the risk remained within the acceptable safety level of  $5 \times 10^{-9}$  fatal accidents per flight or loss of the standard vertical separation of 1,000 ft.

- 4.4.5 The Meeting took note of some challenges raised by the GREPECAS/22 including the lack of or erroneous coordination between FIRs and the operation in the RVSM airspace by non-approved aircraft, which remains a significant safety risk in the region.
- 4.4.6 The Meeting commended the Secretariat for the information provided and called on SAT Member States to further collaborate in all safety enhancement initiatives affecting the SAT area. The initiative of establishing a TCAC for the western South Atlantic in Brazil was seen as an opportunity for the SAT area that would necessitate further discussions on future activities in the area.

#### **4.5. Developments in the NAT**

- 4.5.1 The Meeting was informed that the sixtieth meeting of the North Atlantic System Planning Group (NAT SPG) was held from 25 to 28 June 2024 in Paris, France.
- 4.5.2 The Meeting noted that the NAT SPG/60 discussed several items including the ANT annual Safety Report; the Operational guidance material on Commercial Space Operations (CSO); NAT Oceanic Clearance Removal (OCR); the Deletion of NAT Blue Spruce routes; Data collection for aircraft operating between FL410 and FL470 and the updated NAT Traffic Forecast 2024-28.
- 4.5.3 It was noted that the 2023 NAT Annual Safety Report provided a Collision Risk Estimate (CRE) in the vertical dimension of  $20.3 \times 10^{-9}$ , while the Collision Risk Estimate (CRE) in the lateral dimension was at  $12.7 \times 10^{-9}$ . Crew compliance, weather and ATC coordination were among the top error contributors.
- 4.5.4 The Meeting was also informed that the NAT Operational Guidance Material for Commercial Space Operations (CSO) (NAT Doc 013) was ready for publication; that the NAT Airspace Manual (NAT Doc 007) has been amended following the removal of the NAT Oceanic Clearance; that the NAT Blue Spruce routes will be deleted with effect from AIRAC 20 March 2025; that a survey on height monitoring performance data from aircraft that are operating between FL410 and FL470 (inclusive) will be conducted in NAT airspace in order to formulate a proposal to the ICAO Separation and Airspace Safety Panel (SASP) for the expansion of RVSM operations above FL410. The paper on the NAT SPG/60 also reported that a date review was ongoing for the establishment of NAT common metrics to support the implementation of the NAT Vision operational improvements related to the horizontal and vertical flight efficiency and cost per 100 km.
- 4.5.5 The Meeting commended the Secretariat for the useful information provided on the development in the NAT area and called on the SAT bodies to scrutinize the potential benefits of the outcomes of NAT SPG/60 for the projects and initiatives in the SAT area.

## **4.6. Updates from ICAO**

- 4.6.1 The Secretariat provided an information paper on the ICAO updates covering all information on recent amendments to ICAO annexes and guidance material, as well as a list of relevant State letters and upcoming events that could be of interest to the participants.

## **AGENDA ITEM 5. SAT MEMBERS INITIATIVES**

### **5.1. Transition to the True North and geomagnetic variations**

- 5.1.1 South Africa presented two papers on the shifting of the navigation reference from Magnetic North to True North and magnetic variation and geomagnetic modelling. It was recalled that the magnetic compass is the most fundamental instrument used by the pilot to determine or verify an aircraft's heading. It operates by detecting the geomagnetic field generated by electrical currents in the Earth's core, and deposits of iron and other chemical elements in the Earth's crust. The presentation on magnetic variation and geomagnetic modelling revealed that the Magnetic north was drifting at a rate of up to about 9 miles (15 km) a year. Since the 1990s, however, the drift of Earth's magnetic north pole has turned into "more of a sprint,". Its present speed is about 30 to nearly 40 miles a year (50-60 km a year) toward Siberia.
- 5.1.2 Magnetic North remains the primary reference for various aviation systems such as Air Traffic Management (ATM) systems, aircraft flight management systems (FMS), nav aids, wind direction indicators, and Runway (RWY) direction indicators to name but a few. However, there is increasing interest in transitioning to a system based on True North instead, which is believed to offer potential benefits in safety and cost reduction for the implementation and maintenance of aviation infrastructure.
- 5.1.3 It was highlighted that the Air Navigation Commission (ANC), at the seventh meeting of its 224th Session, held on 7 November 2023, supported the establishment of the True North Advisory Group (TRUE-AG) and States notified of the same through State Letter AN 11/65-IND/24/1 dated 21 January 2024, requesting them to nominate experts to support the initiative.
- 5.1.4 South Africa, which accepted the request and now sits in the TRUE-AG, informed the meeting of the need for more representation from the SAT member States in the Group. This would enable the area to voice the concerns that might arise in the implementation of the change considering that most of the States involved in the SAT area sit within the latitudes where some change might take place in the variations.
- 5.1.5 Many Participants reported that they were not aware of the State letter AN 11/65-IND/24/1 and raised the issue of the effective dissemination of ICAO State letters. The Secretariat subsequently took action by resharing the State letter with all the participants for appropriate action.

- 5.1.6 Given the importance of the topic, the meeting agreed that the presence of representatives of SAT Member States to the ICAO True North Advisory Group was essential to keep the SAT group abreast of new developments on the subject matter and to ensure that SAT Member States proactively prepare for the transition to the true north. Therefore, the Meeting took the following conclusion:

<b>SAT-SG/02 Conclusion 11: Transition to the True North over the South Atlantic</b>	
<b>Why</b>	<i>That, to ensure the timely and effective transition to the true north in the SAT area,</i>
<b>What</b>	<p><i>a) SAT Member States are encouraged to nominate focal points to the True North Advisory Group (TRUE- AG) through their respective ICAO accredited office; and</i></p> <p><i>b) South Africa provide progress update on the work of the TRUE-AG to the SAT IMG at its meetings.</i></p>
<b>Who</b>	<p><i>a) SAT Member States</i></p> <p><i>b) South Africa, SAT IMG Secretariat</i></p>
<b>When</b>	<p><i>a) 31 January 2025</i></p> <p><i>b) Each SAT IMG Meeting</i></p>

## **5.2. Space objects re-entry and higher airspace operations in Dakar FIR**

- 5.2.1 ASECNA presented a paper on the higher airspace operations and space transport operations as well as their impact on air traffic management in Oceanic sector of Dakar FIR.
- 5.2.2 It was revealed that from 2020 to 2024, four (4) occurrences concerning space vehicles, balloon and drone operations have been recorded in Oceanic part of Dakar FIR. It was noted that some of these operations such as space launch and recovery required vast areas reservation that caused some disruption to air traffic management due to circumnavigation of affected areas.
- 5.2.3 In the same the ICAO WACAF Office informed the meeting of a similar paper presented by South Africa during APIRG/27 which highlighted some outstanding challenges related to communication and coordination of re-entry of space objects including unannounced or lack of updated information regarding re-entry by the space launchers.
- 5.2.4 Brazil and Trinidad and Tobago also shared their experiences in the management of space transport operations (STO) and higher airspace operations (HAO). The FAA informed the meeting of their availability to provide support in the effective management of STO and HAO. The meeting appreciated the input from the stakeholders on the subject matters and recognized the importance of establishing a harmonized mechanism for the effective and efficient management of STO and HAO in the SAT area. The following conclusion was, therefore formulated:

<b>SAT-SG/02 Conclusion 12: Establishment of a SAT Space Transport Operation (STO)-Higher Airspace Operations (HAO) Task Force</b>	
Why	<i>That, to ensure the timely and effective management of space transport operations and the higher airspace operations in the SAT area,</i>
What	<p><i>a) A STO-HAO Task Force is established with the SAT secretariat, ASECNA, Brazil, FAA, South Africa and Trinidad and Tobago as members; and</i></p> <p><i>b) The Task Force develop a mechanism for the effective management of the HAO and STO in the SAT area, including the identification of HAO and STO operators, MoU templates and provision of regular update regarding the potential impact on ATM delivery in the SAT area.</i></p>
Who	<i>a) SAT SG Secretariat</i>
When	<i>a) SAT SG/03</i>

### **5.3. ADS B Height monitoring over the high seas**

- 5.3.1 ARMA presented a paper on the use of ADS-B for height monitoring in RVSM airspace. It was recalled that ADS-B Height Monitoring System (AHMS) uses ADS-B receivers to obtain geometric height data from ADS-B equipped aircraft. The use of this method requires the aircraft to be ADS-B (Out) equipped and for the aircraft to fly in a region where ADS-B monitoring is performed.
- 5.3.2 ADS-B (Out) data can be used for calculating the Altimetry System Error (ASE) which is a measure of the height-keeping performance of an aircraft. It is an ICAO requirement that aircraft operating in RVSM airspace must undergo periodic monitoring on height-keeping performance.
- 5.3.3 ARMA informed the meeting of the upcoming survey to be conducted in the AFI Region, including high seas airspace, on the level of ADS-B equipage of the fleet utilizing the target airspaces. ARMA called on the AFI SAT Member States and their respective ANSPs to support the successful conduct of the survey to allow relevant decision-making.
- 5.3.4 The Meeting commended ARMA for the information provided and the planned initiative. Further discussions went on the risk posed by GNSS RFI on the use of ADS-B for height-keeping monitoring. The meeting agreed that all technical aspects must be considered for decision-making in due course. The following decision was taken by the meeting in support of the initiative.

<b>SAT-SG/02 Decision 13: ADS-B height monitoring over the high seas</b>	
Why	<i>That, to enable the SAT group to support the use of ADS-B out for height monitoring in the airspace of the SAT area,</i>
What	<p><i>a) ARMA in coordination with the secretariat, conduct a survey on the level of ADS-B equipage in the SAT area as well as the ANSP readiness for ADS-B operations in the portion of their FIR in the SAT area; and</i></p> <p><i>b) The decision making for the ADS-B height monitoring shall also consider the technical outcomes of the survey including the potential GNSS Radio frequency interference in the SAT area.</i></p>
Who	<i>a) &amp; b) ARMA &amp; SAT (SG, IMG, SOG) Secretariats</i>
When	<i>a) &amp; b) by 31 October 2025</i>

#### **5.4. Safety Occurrence Reporting High-level Points**

- 5.4.1 IATA presented a paper on safety occurrences reporting that provided the meeting with an overview of the influence of safety occurrences (large height deviations) on collision risk estimates, highlights the importance of a robust and just safety reporting culture, and details height monitoring requirements critical to assurance of continued safety application of the Reduced Vertical Separation Minimum (RVSM) as well as the importance of safety reporting archiving.
- 5.4.2 It was recalled that the Vertical-plane performance monitoring system was necessary to ensure the continued safe use of the Reduced Vertical Separation Minimum (RVSM) and that established safety goals were met. System performance monitoring procedures must be established to ensure that the RVSM approval process remains effective (i.e., only approved aircraft are permitted to operate in RVSM airspace), that the Target Level of Safety will be met and that the required level of aircraft height-keeping performance is maintained.
- 5.4.3 The monitoring activities by RMAs include conducting routine safety assessments, estimating the collision risk associated with operational errors and in-flight contingencies resulting from large height deviations (LHDs), and evaluation of the stability of altimetry system error (ASE).
- 5.4.4 On the issue of height keeping performance, it was highlighted that to comply with ICAO standards (Annex 6), an aircraft's ASE must be less than 245 ft. The lower the ASE, the safer the flight. ASE performance can degrade over time, or simple aircraft modifications or maintenance issues can affect ASE performance.
- 5.4.5 Regarding the safety occurrence reporting, it was emphasized that it was the responsibility of the State to establish a program for identifying safety occurrences and a mechanism for collecting and



analyzing reports of such deviations and that ANSPs should establish a means to detect and report these occurrences within the airspaces for which they are responsible.

- 5.4.6 To encourage safety occurrence reporting, IATA suggested that organizations develop guidance specifying the principles of a non-punitive, just culture. They will observe and ensure that safety just culture principles are adhered to at all levels of their organization.
- 5.4.7 The paper highlighted some outstanding challenges in safety occurrence reporting in the SAT area including lack of or low reporting of LHD, low awareness of frontline staff (e.g Air traffic controllers) about the types of LHDs which leads to some types of LHD not being reported, the lack of a regional agreement and implementation of a data archiving system for the SAT area despite its numerous benefits.
- 5.4.8 It was noted that as a best practice, the NAT area has developed and implemented the North Atlantic Events Reporting Application (NERA) database which allows for the timely and accurate reporting of safety events as well as the support of reporting of safety performance indicators and corrective actions. As a way forward, it was suggested that the SAT group consider reviewing the NERA and identify the functionalities and capabilities that could be adapted to fit the needs of the SAT area.
- 5.4.9 The ICAO SAM informed the meeting that the CAR/SAM regions have been offered the NERA database license, and that work is ongoing for its customization for the region.
- 5.4.10 The meeting commended the contribution of IATA and further discussed the challenges raised. The meeting recognized the impact of non-height monitored aircraft in RVSM designated airspace and the low or incomplete reporting of LHD on the Target Level of Safety. The meeting acknowledged the need of a feasibility study of the proposal to adapt the functionalities of the NERA to the SAT area.
- 5.4.11 Based on the above, the following conclusions were formulated:

<b>SAT-SG/02 Conclusion 14: Assess regional processes and regional activities supporting aircraft height-monitoring in the SAT area</b>	
Why	<i>That, to enhance the safety of operations in the SAT RVSM airspace,</i>
What	<i>The SAT SOG review and adopt corrective measures as appropriate, to harmonize and improve RMAs' processes concerning aircraft height monitoring and Altimetry system error (ASE) in the SAT.</i>
Who	<i>SAT SOG</i>
When	<i>by 31 October 2025</i>

<b>SAT-SG/02 Conclusion 15: Improve safety reporting accuracy and level of safety reporting in the SAT area</b>	
Why	<i>That, to improve the safety reporting in the SAT area,</i>
What	<p><i>a) SAT SOG Secretariat, in coordination with IATA and RMAs, conduct a safety reporting campaign in the SAT that would improve the accuracy and level of safety reporting in the SAT area.</i></p> <p><i>b) In consideration of the resources required for the development of safety reporting and the desired timing for the launch campaign, the SAT SOG may approve its commencement via correspondence.</i></p>
Who	<p><i>a) SAT SOG Secretariat, IATA and RMAs</i></p> <p><i>b) SAT SOG Chairperson</i></p>
When	<i>a) &amp; b) by 31 October 2025</i>

<b>SAT-SG/02 Conclusion 16: Establishing a safety reporting event database for the SAT</b>	
Why	<i>That, to improve the safety reporting in the SAT area,</i>
What	<p><i>SAT SOG to</i></p> <p><i>a) conduct the review of the NERA database;</i></p> <p><i>b) assess what modifications would be required to customize the NERA database model to the SAT area; and</i></p> <p><i>c) Report the assessment outcomes to SAT SG/03</i></p>
Who	<i>a), b) &amp; c) SAT SOG</i>
When	<p><i>a) &amp; b) by 31 October 2025</i></p> <p><i>c) At SAT SG/03</i></p>

### **5.5. Status update on activities in Dakar Oceanic**

- 5.5.1 ASECNA presented an information paper providing the meeting with statistical data on traffic movements, performance, and projections for the Dakar FIR (GOOO FIR). It also included status updates on planned ATM/CNS infrastructure changes, including percentages of aircraft equipped with modern capabilities.
- 5.5.2 The meeting noted that the traffic level in the Dakar FIR oceanic sector in October 2024 has increased beyond the 2019 level for the same period. It was also noted that the random routing area of the oceanic sector was the most frequently used, accounting for a total of 31.2% of the overall traffic.
- 5.5.3 Some key achievements were recorded in the Dakar FIR, including the successful implementation of AIDC between Dakar and Abidjan; the operation of Space-based ADS-B; and the successful implementation of the Mach Number Technique compensation in the EURSAM corridor of Dakar oceanic.
- 5.5.4 Perspectives in Dakar FIR include the future implementation of Advanced Surveillance-Enhanced Procedural Separation (ASEPS) using Space-based ADS-B and CPDLC; and the readiness for the dualization of the ATS route UN866.
- 5.5.5 The meeting commended ASECNA for its achievements and planned initiatives for the improvement of ATS in Dakar Oceanic.

### **5.6. SAR initiative in Cote d'Ivoire**

- 5.6.1 Cote d'Ivoire presented a paper on the initiatives undertaken by the State to operationalize the Rescue Sub Center (RSC) of Abidjan and effectively fulfill its responsibilities for search and rescue of distressed aircraft. It also highlighted the challenges faced, particularly those related to the coordination of SAR operations at high seas.
- 5.6.2 It was noted that Cote d'Ivoire took some swift actions to establish and operationalize their RSC, including the adoption of laws, decrees, and ministerial and inter-ministerial orders to establish a framework for SAR activities and clearly define the roles and responsibilities of the various stakeholders; the allocation of adequate resources to ensure the full operational capability of SAR services; systematic training and qualification of SAR personnel at regulatory and operational levels; the conduct of periodic and regular SAR exercises to evaluate the coordination and effectiveness of operations (communication, coordination, full-scale).
- 5.6.3 Despite these achievements, Cote d'Ivoire highlighted some persistent challenges such as the low signing and implementation of SAR agreements with neighboring States and Rescue Coordination Centers (RCC) which prevent the effective conduct of SAR operations across borders and at high seas. The issue of insufficient SAR resources was also identified as the main hindrance to effective SAR operations, namely operations on high seas.

- 5.6.4 Cote d'Ivoire called for considering SAR matters in the SAT business scope and the need to enhance SAR collaboration and coordination between SAT States.
- 5.6.5 The Meeting commended Cote d'Ivoire for its significant achievements and initiatives in SAR. The meeting further discussed the proposal to integrate SAR into the scope of the SAT mandate. Similar to the SAR, a question was raised regarding the consideration of other ANS domains (e.g AIM, CNS and MET) in the SAT framework.
- 5.6.6 It was noted that, while the questioning of the SAT business framework was valid, the SAT SG mandate did not provide legitimacy to take decision on the amendment of the SAT Terms of Reference. The meeting agreed that this question would be best addressed to PIRGs for appropriate action. The following decision was, therefore, taken:

<b>SAT-SG/02 Conclusion 17: Expansion of the SAT Mandate</b>	
Why	<i>That, to enhance the safety of air operations in the SAT area,</i>
What	<i>The SAT SG Secretariat seek guidance from the relevant PIRGs and the ICAO HQ on the proposal for the expansion of the mandate of the SAT to include aspects regarding other Air Navigation Services, addressing oceanic services requirements, such as AIM, MET and SAR and provide feedback.</i>
Who	<i>SAT SG Secretariat</i>
When	<i>By SAT SG/03</i>

## **AGENDA ITEM 6. TERMS OF REFERENCE AND FUTURE WORK PROGRAMME OF SAT SG AND CONTRIBUTORY BODIES**

### **6.1 Review of the SAT Handbook**

- 6.1.1 The SAT DMO updated the meeting on the ongoing work carried out to improve the SAT handbook. It was recalled that the SAT Handbook is a critical guide for the governance and operations of the SAT Group. The 1<sup>st</sup> Edition of the handbook was published in July 2021 following the restructuring of the SAT group.
- 6.1.2 It was noted that SAT SG/01 conclusion 10 tasked the Secretariat to review the handbook and publish a new version before SAT SG/02. However, the meeting was informed that the SAT handbook would require a comprehensive review given the numerous areas that needed to be adjusted as well as new items to be included based on global and regional developments that impact the SAT governance. Therefore, the ongoing amendment work, by the SAT DMO in coordination with the ICAO Secretariat,

includes significant updates to improve efficiency, accountability, and alignment with global ICAO standards.

- 6.1.3 Amendment tasks include editorial and formatting as well as the review of some key aspects of the SAT governance, such as the election process of the chairpersons of SAT bodies, including the development of provisions to address cases of early departure of leadership positions and corresponding election processes; the role and responsibilities of the vice-chairperson; defining roles for Project Team Leaders, Rapporteurs, Secretaries, and Facilitators to ensure clear accountability; membership and participation in the SAT activities; harmonization of working methods of the SAT bodies; clarification of the role and status of RMAs and RSOOs in the SAT as well as a proposal for SAT vision statement to be included in the handbook.
- 6.1.4 The Secretariat reminded the meeting that the elections of the chairpersons of SAT SOG, SAT IMG and SAT SG were due in October 2025 based on the date of the last elections which took place on the 29 October 2021. Hence, the urgent need for the finalization and endorsement of the SAT handbook.
- 6.1.5 The meeting commended the SAT DMO and the secretariat for the work done to advance the revision of the handbook. It was agreed that the final version of the revised SAT handbook should be endorsed before the elections of the chairpersons and that a SAT vision must be included in the handbook. The Meeting took the following conclusions and decisions in support of the proposed amendment.

<b>SAT-SG/02 Conclusion 18: Revision of the SAT handbook</b>	
<b>Why</b>	<i>That, to enhance and align the SAT functioning with the handbook.</i>
<b>What</b>	<i>a) SAT Members provide input to the draft SAT handbook;</i> <i>b) SAT DMO and SAT secretariat carry out further comprehensive review of the SAT handbook and submit the proposal for amendment; and</i> <i>c) The SAT SG hold an extraordinary meeting for the review and endorsement of the amendment to the SAT handbook.</i>
<b>Who</b>	<i>a) SAT Members</i> <i>b) The SAT DMO and the SAT secretariat</i> <i>c) SAT SG</i>
<b>When</b>	<i>a) by 31 January 2025</i> <i>b) by end of February 2025</i> <i>c) by mid-March 2025</i>

<b>SAT-SG/02 Decision 19: The SAT Vision statement</b>	
Why	<i>That, to strengthen the objectives and strategies of the SAT.</i>
What	<p>a) <i>the SAT vision statement is endorsed as follows</i></p> <p><i>“Through collaboration and leveraging innovation, the SAT Group fosters the provision of safe, secure, efficient, sustainable, and resilient Air Traffic Services to ensure seamless operation and promote air connectivity among regions adjacent to the South Atlantic.”</i></p> <p>b) <i>SAT DMO incorporate the SAT vision statement in the SAT Handbook.</i></p>
Who	<p>a) <i>SAT SG</i></p> <p>b) <i>SAT DMO</i></p>
When	<p>a) <i>12 November 2024</i></p> <p>b) <i>28 February 2025</i></p>

<b>SAT-SG/02 Decision 20: Elections of chairpersons of SAT SG, IMG and SOG</b>	
Why	<i>That, to ensure effective elections of the SAT SG, SAT IMG and SAT SOG chairpersons</i>
What	<i>SAT SG Secretariat circulate a State letter to collect nominations of States candidates for the chairpersons position for SAT SG, SAT IMG and SAT SOG</i>
Who	<i>SAT SG Secretariat</i>
When	<i>31 July 2025</i>

## 6.2 Future work programme of SAT IMG, SAT SOG and SAT SG

- 6.2.1 The meeting was provided with the tentative 2025 work programme of the SAT bodies in compliance with the provision of the SAT Handbook in Part I, section 4.4, which stipulates that the SAT Steering Group shall establish and assign to its contributory bodies, work programmes based on the objectives of the SAT.
- 6.2.2 The initial proposal for the 2025 work programme included that of the SAT DMO. The meeting discussed the relevance of a work programme for the DMO on the grounds that the office disposes of its Terms of Reference, which suffices to carry out its mandate.

- 6.2.3 The proposed 2025 work programme also included a proposal for a joint SAT IMG and SAT SOG meeting in April 2025 in Lima, Peru. The meeting discussed the relevance of such a new approach to the SAT meetings.
- 6.2.4 The Secretariat provided some background information to support the rationale behind this new approach to joint meetings. It was noted that the proposal for joint meetings aimed at reducing the cost of multiple travelling as the two groups mostly contain the same delegates.
- 6.2.5 The Meeting agreed that the work programme must be limited to the SAT bodies, namely the SAT SG, the SAT IMG and the SAT SOG and that the joint meetings would be efficient for the SAT Members. The 2025 SAT work programme is at **Appendix 11** to this report. The following decision was therefore made.

<b>SAT-SG/02 Decision 21: SAT work programme for 2025</b>	
Why	<i>That, to enable effective and timely implementation in the SAT Area.</i>
What	<i>a) The 2025 work programme for SAT SG, SAT IMG and SAT SOG is endorsed. b) The SAT Secretariat keep SAT stakeholders duly informed of any significant changes to the 2025 work programme.</i>
Who	<i>a) &amp; b) SAT SG, IMG, SOG Secretariats</i>
When	<i>a) 12 December 2024 b) As appropriate</i>

<b>SAT-SG/02 Decision 22: SAT IMG and SAT SOG 2025 joint meeting</b>	
Why	<i>That, to enhance the effectiveness and efficiency of the SAT IMG and SAT SOG meetings</i>
What	<i>The conduct of a joint SAT IMG/5 and SAT SOG/5 meeting in Lima, Peru, from 7 to 11 April 2025 is endorsed</i>
Who	<i>SAT SG</i>
When	<i>12 December 2024</i>

## AGENDA ITEM 7. SAT ISSUES THAT REQUIRE ACTION BY THE ICAO HQ

- 7.1 The Meeting was provided with two papers from the Secretariat and IATA addressing matters that require consideration by ICAO.
- 7.2 The Secretariat highlighted that there are around ten active SAT projects with clear terms of reference and expected deliverables. Project teams are established, and working arrangements are made in accordance with the SAT Handbook, including meetings, online correspondence, consultation etc. Some projects may require onsite support for implementation as well as expert counselling. However, it was observed that although SAT Members provide experts to support projects, there is no funding available to cover all aspects of an effective implementation.
- 7.3 The Meeting also noted the proposal for the designation of an ICAO HQ focal point to coordinate matters of a global and cross-regional nature.
- 7.4 IATA's presentation focused on the need to strengthen the coordination of operations in the Atlantic. It was recalled that the Atlantic Coordination Meetings (ACM) served as forum for such coordination discussions; however the ACM has not been organized since 2021. It was proposed the relaunch of the ACM.
- 7.5 The Meeting took note of the proposals and further discussed the relevance of the ACM following the restructuring of the SAT Group. It was agreed that coordination issues between the NAT and the SAT could be addressed through mutual participation of the chairpersons and secretariats of the two Groups (NAT and SAT) to each other meetings with the implication of ICAO. The following decision was taken in support of the proposals:

<b>SAT-SG/02 Conclusion 23: Resource mobilization for SAT project teams</b>	
Why	<i>That, to ensure effective implementation in the SAT area</i>
What	<p><i>a) ICAO further facilitate the mobilization of resources such as access to funds to support the conduct of SAT activities including SAT meetings, project teams and SAT DMO.</i></p> <p><i>b) ICAO nominate a SAT focal point at ICAO HQ for coordination of matters of cross-regional and global nature.</i></p>
Who	<i>a) &amp; b) ICAO HQ</i>
When	<i>a) &amp; b) By SAT SG/03</i>



## **AGENDA ITEM 8. REVIEW OF THE OUTCOMES OF SAT SG/02**

8.1 The Meeting reviewed and adopted **twelve (12)** decisions, and eleven **(11) conclusions** as presented at **Appendix 3** to this report.

## **AGENDA ITEM 9. AOB AND CLOSING**

### **9.1 Any Other Business (AOB)**

- 9.1.1 In the SAT delineation project, the meeting was informed that only ASECNA, Brazil, Trinidad and Tobago and Uruguay had provided the expected data. The meeting encouraged States that have not yet done so to respond to the information request to allow the advancement of the project.
- 9.1.2 Regarding the participation of SAT members in the meetings, it was raised that some States rarely attended meetings of the SAT, did not acknowledge receipt of the invitations. The meeting encouraged SAT Members to effectively participate in SAT activities including virtual and physical meetings.
- 9.1.3 On the establishment of the SAT contact list, the meeting was informed that the list has yet to be completed since some members and observers have not provided their focal points. The meeting encouraged all members to nominate their focal points to the SAT bodies in keep the Secretariat dully informed.
- 9.1.4 AAMAC (RSOO) thanked the meeting for the kind invitation and the acceptance of their membership. The AAMAC Secretary General M. Bakienon Louis committed to engaging other RSOOs (BAGASOO and SASO) to attend future meetings of the SAT.

### **9.2 Date and venue of the next meeting**

- 9.2.1 The Meeting discussed the date and venue of the next meeting. It was proposed that the next meeting of SAT SG be planned as early as possible to avoid the potential end-of-year unavailability of stakeholders. The Secretariat highlighted that the dates of SAT SG meetings correlate with other group meetings such as APIRG, GREPECAS, EASPG, as well as the second yearly meeting of SAT IMG and SAT SOG. The meeting tasked the Secretariat with identifying suitable dates for the SAT SG/03 and providing timely notification to the members.
- 9.2.2 The meeting noted that no proposal was made for the hosting of the SAT SG/03 and tasked the Secretariat to carry out online consultations with States to determine the next venue of SAT SG/03 and keep the group informed in due course.

### **9.3 Closing remarks.**

- 9.3.1 The closing session was addressed by the ICAO WACAF Deputy Regional Director, Mr. Nika Manzi Meheza.
- 9.3.2 Mr. Manzi congratulated the participants on the successful meeting and for the fruitful actions taken that would further steer the effective implementation in the SAT area. He further emphasized that the implementation of these actions within prescribed timeframe called for a strong collaboration and coordination among SAT Stakeholders as well as with external parties.

- 9.3.3 The Deputy Regional Director thanked ASECNA and Senegal for the excellent arrangements made to enable the proper conduct of the meeting. He wished all participants a safe journey back to their respective homes and declared closed the second meeting of the SAT SG.

----- END -----

## APPENDIX 1 - LIST OF PARTICIPANTS

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**APPENDIX 2 – STATUS OF IMPLEMENTATION OF CONCLUSIONS, DECISIONS AND ACTIONS OF SAT SG/01**

ID#	DECISION/CONCLUSION	REFERENCE	WHO	WHEN	STATUS
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<p><b>SAT-SG/01-DEC01</b></p>	<p><b><i>Outcomes of SAT-IMG-01 &amp; 02</i></b>  <i>That, the SAT-IMG-01 and 02 summary of discussions together with the actions to be taken by the group are endorsed.</i></p>	<p>SAT-SG/01-WP02.1</p>	<p>By SAT-SG/01</p>	<p>At SAT-SG/01</p>	<p><b>Completed</b> (No follow up required)</p>
<p><b>SAT-SG/01-DEC02</b></p>	<p><b><i>Adoption of SAT documentation</i></b>  <i>In order to fast track implementation activities in the SAT area</i>  <i>That, guidance documents related to SAT activities can be adopted by means of correspondence.</i></p>	<p>SAT-SG/01-WP02.1</p>	<p>SAT-SG</p>	<p>As from SAT-SG/01</p>	<p><b>Completed</b> (No follow up required)</p>
<p><b>SAT-SG/01-DEC03</b></p>	<p><b><i>Outcomes of SAT-SOG-01 &amp; 02</i></b>  <i>That,</i>  <i>the SAT-SOG-01 summary of discussions, the briefs from SAT-SOG-02, together with the action items and decisions are endorsed.</i></p>	<p>SAT-SG/01-WP02.2</p>	<p>By SAT-SG/01</p>	<p>At SAT-SG/01</p>	<p><b>Completed</b> (No follow up required)</p>
<p><b>SAT-SG/01-DEC04</b></p>	<p><b><i>SAT Safety policy</i></b>  <i>That,</i></p> <ul style="list-style-type: none"> <li><i>a) The SAT safety policy in Appendix 5 is endorsed.</i></li> <li><i>b) The SAT safety policy be included in the SAT handbook Doc-001</i></li> <li><i>c) The SAT-SOG secretariat coordinates the promotion of the effective implementation of the SAT safety policy in the SAT area and provides feedback at the next SAT-SG meeting.</i></li> </ul>	<p>SAT-SG/01-WP02.2</p>	<p>Secretariat SAT-SOG</p>	<p>SAT-SG/02</p>	<p><b>Completed</b> (- SAT Handbook updated to incorporate SAT safety policy - Safety policy promoted through meetings and State letter)</p>

<p><b>SAT-SG/01 DEC05</b></p>	<p><b><i>Delineation of the SAT area</i></b></p> <p><i>That,</i></p> <p>a) <i>The delineation of the SAT area be coordinated between SAT IMG and SAT SOG relevant project teams.</i></p> <p>b) <i>The final version of the delineation of the SAT area be submitted to States for endorsement by means of correspondence by 31 October 2024.</i></p>	<p>SAT-SG/01 WP02.2</p>	<p>Secretariat SAT-SOG</p>	<p>SAT-SG/02</p>	<p><b>Ongoing</b></p> <p>( -Project team delivered the proposed delineation framework and phases -State letters were circulated to request States’ inputs on delineation limits, airspace classification and verification of coordinates. States responses still expected at Secretariat level)</p>
<p><b>SAT-SG/01 DEC06</b></p>	<p><b><i>Traffic forecast in the SAT area</i></b></p> <p><i>That,</i></p> <p><del><i>The SAT SG chairteam coordinates with relevant PIRGs to agree on the suitable options to receive adequate traffic forecast in the SAT area.</i></del></p>	<p>SAT-SG/01 WP02.2</p>	<p>Secretariat SAT-SG</p>	<p>SAT-SG/02</p>	<p><b>Completed</b></p> <p>(<del>APIRG proposed a conclusion on the subject matter</del> <del>Traffic prediction for EUR/SAM corridor regularly from SATMA at SAT-IMG</del></p> <p><del>GREPECAS has deactivated the Data Analysis working group, due lack of resources)</del></p>
<p><b>SAT-SG/01 DEC07</b></p>	<p><b><i>Participation of RSOOs in SAT activities</i></b></p> <p><i>That,</i></p> <p>a) <del><i>Regional Safety Oversight Organizations (RSOO)</i></del></p>	<p>SAT-SG/01 WP02.2</p>	<p>Secretariat SAT-SG</p>	<p>SAT-SG/02</p>	<p><b>Completed</b></p> <p>(<del>APIRG proposed a conclusion on the subject matter</del></p>



	<p><del>supporting SAT States are identified as SAT observers and</del>  <del>b) the SAT Handbook be amended accordingly.</del></p>				<p><del>GREPECAS/22 approved a new Project for Improvement of airspace and ATS services safety (contributions from the GTE, LHD reduction, monitoring, PBCS with emphasis on oceanic areas, etc.)</del></p>
<b>SAT-SG/01 DEC08</b>	<p><b><i>Establishment of the SAT DMO</i></b></p> <p><i>That,</i></p> <p><del>a) The proposed creation of a SAT DMO is endorsed, including the publication of regular SAT Operations bulletin;</del>  <del>b) The Secretary of SAT SG amends the SAT handbook to incorporate the DMO;</del>  <del>c) The proposal by Brazil to host and resource the DMO is endorsed.</del></p>	SAT-SG/01 WP04.1	Secretariat SAT-SG SAT-IMG	SAT-SG/02	<p><b>Completed</b>          (<del>SAT DMO established on 1 March 2024 and nomination of DM Officer</del>  <del>Brazilian administration</del>  <del>DECEA ratified the appointment of Mrs. Virginia Thais Guedes Mignoni Evaristo on 3 September 2024)</del>)</p>
<b>SAT-SG/01 CON09</b>	<p><b><i>SAT contact lists</i></b></p> <p><i>That,</i></p> <p>a) <i>The SAT contact lists templates in Appendix 7 are endorsed.</i></p> <p>b) <i>To facilitate communication, SAT members and observers are urged to provide their official contact details as</i></p>	SAT-SG/01 WP04.2	SAT Stakeholders & Secretariat SAT-SG	31 October 2024	<p><b>Ongoing</b>          (Some States and ANSPs are yet to provide the list of designated focal points)</p>

	<p><i>well as the details of their focal points for each SAT group to the SAT SG secretariat through the completion of endorsed contact lists;</i></p> <p><i>c) The completed contact lists be appended to the SAT handbook and published on ICAO secure portal by 31 October 2024.</i></p>				
<b>SAT-SG/01 CON10</b>	<p><b><i>SAT Steering Group Terms of reference and work arrangements</i></b>  <b><i>That,</i></b></p> <p><i>a) The proposed amendments to the SAT Steering Group Terms of reference and work arrangements be reviewed by SAT members before 31 December 2023.</i></p> <p><i>b) Based on the results of the review by SAT members, the secretariat updates the SAT handbook accordingly and publishes the new version before the next SAT Steering Group meeting.</i></p>	SAT-SG/01 WP04.3	SAT-SG Secretariat	Before SAT- SG/02	<b>Ongoing</b> (SAT Handbook review still in progress by the secretariat and the SAT DMO)
<b>SAT-SG/01 DEC11</b>	<p><b><i>SAT future work programme</i></b>  <b><i>That,</i></b></p> <p><i>a) The SAT secretariats coordinate for a more comprehensive and deconflicted work programme for the year 2024.</i></p>	SAT-SG/01 WP04.4	SAT SG/IMG/SOG Secretariats	31 December 2023	<b>Completed</b> (Work programme was coordinated and published together with the SAT SG 01 report)

	<p><i>b) The SAT work programme for 2024 be published by 31 December 2023.</i></p>				
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**APPENDIX 3-LIST OF CONCLUSIONS AND DECISIONS OF SAT SG/02**

ID#	DECISION/CONCLUSION	REFERENCE	WHO	WHEN
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<b>SAT-SG/02 Decision 01</b>	<p><b>Update of the documentation approval procedure</b></p> <p><i>That improve the implementation of SAT SG/01 Decision 02</i></p> <p>a) <i>Guidance documents refer to all technical documents developed by SAT bodies with impact on safety, flight efficiency and operational procedures;</i></p> <p>b) <i>The SAT SG Secretariat and the SAT DMO identify all SAT documents and classify them as “Require SAT SG review and approval before publication”, “Not require SAT SG approval” and submit at SAT SG/03 for endorsement; and</i></p> <p>c) <i>The SAT SG Secretariat, in coordination with SAT DMO, develop a documentation approval process of documents based on criteria in (b) and update the SAT handbook accordingly by 31 October 2025.</i></p>	WP02A	SAT SG Secretariat, SAT DMO	SAT SG/03
<b>SAT-SG/02 Decision 02</b>	<p><b>Endorsement of the Outcomes of SAT SOG/03 &amp; SAT SOG/04</b></p> <p><i>That, to support the activities of the SAT Safety Oversight Group; The SAT SOG/03 and SAT SOG/04 summary of discussions together with the decisions and actions by the group are endorsed.</i></p>	WP03B	SAT SG/02	No follow-up required
<b>SAT-SG/02 Decision 03</b>	<p><b>Endorsement of the SAT SOG generic documents</b></p> <p><i>That, to enhance the effective safety oversight and management in the SAT area,</i></p> <p>a) <i>The Traffic Sample Data (TSD) collection template is endorsed</i></p> <p>b) <i>The new ToRs template for all SAT project teams is endorsed; and</i></p> <p>c) <i>The integration of the new Project Teams ToRs template into the SAT Handbook is approved.</i></p>	WP03B WP03B1 WP03B2	a) & b) SAT SG 2 c) SAT DMO	a) & b) no follow-up required c) 31 July 2025
<b>SAT-SG/02 Conclusion 04</b>	<p><b>Maintenance and Coordination of the new editions of SAT OESB</b></p> <p><i>That, to ensure the effective and timely publication, maintenance and availability of the SAT OESB,</i></p>	WP03B5	a) SAT SG/02 b) IATA, SAT States, ANSPs, ICAO Secretariat	a) No follow-up required b) As soon as required

	<p><i>a) The South Atlantic Oceanic errors safety bulletin – SAT OPS 2024_002 is endorsed for publication by 31 December 2024;</i></p> <p><i>b) IATA, SAT states, ANSPs and ICAO secretariat are tasked to support the analysis and gathering of safety matters and consolidate the contents for the next editions of the Bulletins;</i></p> <p><i>c) The SAT DMO is tasked with maintaining the SAT OESB, including overseeing updates and publication as from 31 December 2024; and</i></p> <p><i>d) The SAT SG Secretariat coordinate the hosting of the SAT OESB on a single repository and the posting of access link on all official channels by 31 December 2024.</i></p>		<p>c) SAT DMO</p> <p>d) SAT SG secretariat</p>	<p>c) As from 31 December 2024</p> <p>d) 31 December 2024</p>
<p><b>SAT-SG/02 Decision 05</b></p>	<p><b>Endorsement of the Outcomes of SAT IMG/03 &amp; SAT IMG/04</b></p> <p><i>That, to support the activities of the SAT Implementation Management Group;</i></p> <p><i>The SAT IMG/03 and SAT IMG/04 summary of discussions together with the decisions and actions by the group are endorsed.</i></p>	<p>WP03A</p>	<p>SAT SG 2</p>	<p>No follow-up required</p>
<p><b>SAT-SG/02 Decision 06</b></p>	<p><b>SAT IMG guidance documents</b></p> <p><i>That, to support the effective implementation in the SAT area;</i></p> <p><i>a) The second Edition of the SAT ATM contingency plan (SAT Doc002) is endorsed</i></p> <p><i>b) The first Edition of the list of minimum separation applicable in the EURSAM Corridor (SAT Doc003) is endorsed; and</i></p> <p><i>c) The first edition of the SAT Ops bulletin 2024_001 is endorsed for publication and dissemination;</i></p> <p><i>d) The SAT IMG Secretariat, in coordination with the SAT DMO, are tasked with the maintenance, archiving, and dissemination of the documents endorsed.</i></p>	<p>WP03A</p>	<p>a) to c) SAT SG 2</p> <p>d) SAT IMG Secretariat, SAT DMO</p>	<p>a) to c) No follow-up required</p> <p>d) Permanent</p>

<p><b>SAT-SG/02 Decision 07</b></p>	<p><b>Development of a SAT documentation webpage</b></p> <p><i>That, support the development and the establishment of an effective SAT documentation management webpage,</i></p> <p><i>a) The principle of establishment of a SAT Documentation Webpage is endorsed;</i></p> <p><i>b) The SAT DMO, supported by the ICAO Secretariat, conduct a feasibility study on the establishment of a SAT documentation webpage including specifications and requirements for resources and submit its outcomes to the SAT SG/03</i></p> <p><i>c) In the interim the ICAO Regional Office in Dakar host the SAT documentation repository; and</i></p> <p><i>d) The SAT DMO is assigned the responsibility of overseeing the webpage's development, implementation, and management.</i></p>	<p>WP03C1</p>	<p>a) SAT SG 2 b) SAT IMG Secretariat, SAT DMO c) SAT SG Secretariat d) SAT DMO</p>	<p>a) 12 December 2024 b) SAT SG 3 c) 31 December 2024 d) Permanent</p>
<p><b>SAT-SG/02 Decision 08</b></p>	<p><b>Review of the outcomes of the 14th Air Navigation conference</b></p> <p><i>That, to ensure the proactive implementation of the recommendations of the 14<sup>th</sup> air navigation conference,</i></p> <p><i>The SAT IMG and SAT SOG review the AN CONF/14 recommendations, follow-up the Assembly 42<sup>nd</sup> outcomes and develop an implementation roadmap in the relevant areas for endorsement by SAT SG/03</i></p>	<p>WP04</p>	<p>SAT IMG &amp; SAT SOG Secretariats</p>	<p>SAT SG/3</p>
<p><b>SAT-SG/02 Conclusion 09</b></p>	<p><b>Traffic forecast in the SAT area</b></p> <p><i>That, to ensure an effective and systematic forecast of air traffic in the whole SAT area,</i></p> <p><i>a) ARMA and CARSAMMA collect, consolidate and share with SATMA the annual traffic statistics and traffic flows for the SAT airspace (e.g AORRA, Piarco FIR) outside the EURSAM corridor by the month of July every year; and</i></p>	<p>WP04A</p>	<p>a) ARMA &amp; CARSAMMA b) SATMA</p>	<p>a) July every year b) At each SAT SG Meeting</p>

	<p>b) <i>SATMA provide a comprehensive traffic forecast for the entire SAT area for short-term (1 year basis), medium-term (3 Years) and long-term (5 years) at each SAT SG meeting.</i></p>			
<b>SAT-SG/02 Conclusion 10</b>	<p><b>Acknowledgment of RSOOs of the AFI region membership</b></p> <p><i>That, to ensure the effective and timely conduct of the ATS events scrutiny in the SAT area in due course,</i></p> <p>a) <i>The RSOOs of the AFI region (AAMAC, BAGASOO and SASO) are recognized as SAT members; and</i></p> <p>b) <i>AAMAC, BAGASOO and SASO will participate in the scrutiny activities in the SAT area</i></p>	WP04A	SAT SG/02	No follow-up required
<b>SAT-SG/02 Conclusion 11</b>	<p><b>Transition to the True North over the South Atlantic</b></p> <p><i>That, to ensure the timely and effective transition to the true north in the SAT area,</i></p> <p>a) <i>SAT Member States are encouraged to nominate focal points to the True North Advisory Group (TRUE- AG) through their respective ICAO accredited office by 31 January 2025; and</i></p> <p>b) <i>South Africa provide progress update on the work of the TRUE-AG to the SAT IMG at its meetings.</i></p>	WP05A	<p>a) SAT Member States</p> <p>b) South Africa, SAT IMG Secretariat</p>	<p>a) 31 January 2025</p> <p>b) Each SAT IMG meeting</p>
<b>SAT-SG/02 Conclusion 12</b>	<p><b>Establishment of a SAT Space Transport Operation (STO)-Higher Airspace Operations (HAO) Task Force</b></p> <p><i>That, to ensure the timely and effective management of space transport operations and the higher airspace operations in the SAT area,</i></p> <p>a) <i>A STO-HAO Task Force in established with the SAT secretariat ASECNA, Brazil, FAA, South Africa and Trinidad and Tobago as members; and</i></p> <p>b) <i>The Task Force develop a mechanism for the effective management of the HAO and STO in the SAT area, including the</i></p>	WP05C	SAT SG Secretariat	SAT SG/3

	<i>identification of HAO and STO operators, MoU templates and provision of regular update regarding the potential impact on ATM delivery in the SAT area.</i>			
<b>SAT-SG/02 Decision 13</b>	<p><b>ADS-B height monitoring over the high seas.</b></p> <p><i>That, to enable the SAT group to support the use of ADS-B out for height monitoring in the airspace of the SAT area,</i></p> <p>a) <i>ARMA in coordination with the secretariat, conduct a survey on the level of ADS-B equipage in the SAT area as well as the ANSP readiness for ADS-B operations in the portion of their FIR in the SAT area by 31 October 2025.</i></p> <p>b) <i>The decision making for the ADS-B height monitoring shall also consider the technical outcomes of the survey including the potential GNSS Radio frequency interference in the SAT area.</i></p>	WP05D	a) & b) ARMA & SAT (SG, IMG, SOG) Secretariats	a) & b) by 31 October 2025
<b>SAT-SG/02 Conclusion 14</b>	<p><b>Assess regional processes and regional activities supporting aircraft height-monitoring in the SAT area</b></p> <p><i>That, to enhance the safety of operations in the SAT RVSM airspace, The SAT SOG review and adopt corrective measures as appropriate, to harmonize and improve RMAs' processes concerning aircraft height monitoring and Altimetry System Error (ASE) in the SAT by 31 October 2025.</i></p>	WP05E	SAT SOG	31 October 2025
<b>SAT-SG/02 Conclusion 15</b>	<p><b>Improve safety reporting accuracy and level of safety reporting in the SAT area.</b></p> <p><i>That, to improve the safety reporting in the SAT area</i></p> <p>a) <i>The SAT SOG Secretariat, in coordination with IATA and RMAs, conduct a safety reporting campaign in the SAT that would improve the accuracy and level of safety reporting in the SAT area by 31 October 2025.</i></p>	WP05E	a) SAT SOG Secretariat, IATA and RMAs b) SAT SOG Chairperson	a) & b) 31 October 2025



	<p>b) <i>In consideration of the resources required for the development of safety reporting and the desired timing for the launch campaign, SAT SOG may approve its commencement via correspondence by 31 October 2025.</i></p>			
<b>SAT-SG/02 Conclusion 16</b>	<p><b>Establishing a safety reporting event database for the SAT</b></p> <p><i>That, to improve the safety reporting in the SAT area; SAT SOG to</i></p> <p>a) <i>Conduct the review of the NERA database by 31 October 2025;</i></p> <p>b) <i>Assess what modifications would be required to customize the NERA database model to the SAT area by 31 October 2025; and</i></p> <p>c) <i>Report the assessment outcomes to SAT SG/03</i></p>	WP05E	a), b) & c) SAT SOG	a) & b) by 31 October 2025 c) At SAT SG/3
<b>SAT-SG/02 Conclusion 17</b>	<p><b>Expansion of the SAT Mandate</b></p> <p><i>That, to enhance the safety of air operations in the SAT area</i></p> <p><i>The SAT SG Secretariat seek guidance from the relevant PIRGs and the ICAO HQ on the proposal for the expansion of the mandate of the SAT to include aspects regarding other Air Navigation Services, addressing oceanic services requirements, such as AIM, MET and SAR and provide feedback at the SAT SG/03.</i></p>	WP05G	SAT SG Secretariat	SAT SG/3
<b>SAT-SG/02 Conclusion 18</b>	<p><b>Revision of the SAT handbook</b></p> <p><i>That, to enhance and align the SAT functioning with the handbook,</i></p> <p>a) <i>The SAT Members provide input to the draft SAT handbook by 31 January 2025;</i></p> <p>b) <i>The SAT DMO and the SAT secretariat carry out further comprehensive review of the SAT handbook and submit the proposal for amendment by end of February 2025; and</i></p>	WP06A	a) SAT Members b) The SAT DMO and the SAT secretariat c) SAT SG	a) by 31 January 2025 b) by end of February 2025 c) by mid-March 2025

	<p>c) <i>The SAT SG hold an extraordinary meeting for the review and endorsement of the amendment to SAT handbook by mid-March 2025.</i></p>			
<b>SAT-SG/02 Decision 19</b>	<p><b>The SAT Vision statement</b></p> <p><i>That, to strengthen the objectives and strategies of the SAT,</i></p> <p>a) <i>The SAT vision statement is endorsed as follows:</i></p> <p><i>“Through collaboration and leveraging innovation, the SAT Group fosters the provision of safe, secure, efficient, sustainable, and resilient Air Traffic Services to ensure seamless operation and promote air connectivity among regions adjacent to the South Atlantic.”</i></p> <p>b) <i>SAT DMO incorporate the SAT vision statement in the SAT handbook.</i></p>	WP06A	<p>a) SAT SG</p> <p>b) SAT DMO</p>	<p>a) No follow-up required</p> <p>b) 28 February 2025</p>
<b>SAT-SG/02 Decision 20</b>	<p><b>Elections of chairpersons of SAT SG, IMG and SOG</b></p> <p><i>That, to ensure effective elections of the SAT SG, SAT IMG and SOG chairpersons,</i></p> <p><i>SAT SG Secretariat circulate a State letter to collect nominations of States candidates for the chairpersons position for SAT SG, SAT IMG and SAT SOG by 31 July 2025.</i></p>	WP06A	SAT SG Secretariat	31 July 2025
<b>SAT-SG/02 Decision 21</b>	<p><b>SAT work programme for 2025</b></p> <p><i>That, to enable effective and timely implementation in the SAT Area</i></p> <p>a) <i>The 2025 work programme for SAT SG, SAT IMG and SAT SOG is endorsed; and</i></p> <p>b) <i>The SAT Secretariat keep SAT stakeholders duly informed of any significant changes to the 2025 work programme.</i></p>	WP06B	<p>a) &amp; b) SAT SG, IMG, SOG Secretariats</p>	<p>a) 12 December 2024</p> <p>b) As appropriate</p>

<b>SAT-SG/02 Decision 22</b>	<p><b>SAT IMG and SAT SOG 2025 joint meeting</b></p> <p><i>That, to enhance the effectiveness and efficiency of the SAT IMG and SAT SOG meetings, The conduct of a joint SAT IMG/5 and SAT SOG/5 meeting in Lima, Peru, from 7 to 11 April 2025 is endorsed.</i></p>	WP06B	SAT SG 2	No follow-up required
<b>SAT-SG/02 Conclusion 23</b>	<p><b>Resource mobilization for SAT project teams</b></p> <p><i>That, to ensure effective implementation in the SAT area,</i></p> <p><i>a) ICAO further facilitate the mobilization of resources such as access to funds to support the conduct of SAT activities including SAT meetings, project teams and DMO; and</i></p> <p><i>b) ICAO nominate a SAT focal point at HQ for coordination of matters of cross-regional and global nature.</i></p>	WP07	a) & b) ICAO HQ	a) & b) SAT SG/3

**APPENDIX 4 – LIST OF MEETING’S DOCUMENTS****Working papers**

WP#	Agenda item#	TITLE	Presented by		
			Secretariat	States	Organization
WP02A	2	Status of Conclusions and Decisions of SAT SG/01	Secretariat SG		
WP02B	2	Implementation Status of the 2024 Work Programme	Secretariat SG		
WP03B	3	Outcomes of the third and fourth meetings of the SAT Safety Oversight Group	Secretariat SOG		
	3	Achievements in SAT SOG related Project Teams activities			
WP03B1	3	Update On SAT SOG Project Team Terms Of Reference (Tors) Template	DMO		
WP03B2	3	Status report of RMA HS Project	Project Team Coordinator		
WP03B3	3	Status report of ASR Project	Project Team Coordinator		
WP03B5	3	Status report of OESB Project	Project Team Coordinator		
WP03A	3	Outcomes of the third and fourth meetings of the SAT Implementation Management Group	Secretariat IMG		
WP03A1	3	Status of SAT delineation project (Verbal)	Project Team Coordinator		
WP03C	3	SAT DMO activities in 2024 and actions on the SAT upcoming meetings	DMO		
WP03C1	3	Development of a SAT Documentation Webpage and a Cloud-Based Archiving System	DMO		
WP04	4	Outcomes of the 14 <sup>th</sup> Air Navigation conference	Secretariat IMG		
WP04A	4	Outcomes of APIRG/RASG-AFI meeting related to SAT	Secretariat WACAF		
WP04B	4	Outcomes of EASPG related to SAT (Verbal)	Secretariat EURNAT		
WP04C	4	Outcomes of GREPECAS related to SAT	Secretariat SAM		
WP04D	4	Developments in the NAT	Secretariat EURNAT		
WP05A	5	Transition to the True North			South Africa
WP05C	5	HAO and space object launch and recovery in Dakar FIR			ASECNA
WP05D	5	ADS B Height monitoring over the high seas			ARMA

WP05E	5	Safety Occurrence Reporting High-level Points			IATA
WP05G	5	SAR initiatives in Cote d'Ivoire			Cote d'Ivoire
WP06A	6	Review of the SAT Handbook	DMO		
WP06B	6	Future work programme of SAT IMG, SAT SOG and SAT SG	Secretariat SG		
WP07	7	SAT issues that require action by the ICAO HQ	Secretariat SG		
WP07A	7	The Atlantic Coordination Meeting			IATA

### Information papers

IP#	Agenda item#	Subject	Presented by		
			Secretariat	States	Organization
IP01	1	Agenda and work programme	Secretariat SG		
IP04E	4	ICAO Updates	Secretariat SG		
IP05B	5	Presentation on magnetic variation			South Africa
IP05F	5	Status update on activities in Dakar Oceanic			ASECNA

### Link to SAT SG/02 working documents

<https://www.icao.int/WACAF/Pages/Meeting-SAT-SG2.aspx>