



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the Airspace and Aerodrome Operation Sub-Group (AAO-SG/8) of the AASPG

Dakar, Senegal, from 14 to 18 July 2025

Agenda Item 3.2: Achievement of project teams and States/Organizations

Developments in the South Atlantic Area

(Presented by Secretariat)

SUMMARY	
<p>This paper provides updates on the developments in safety oversight and implementation matters pertaining to ATM and SAR in the South Atlantic area (SAT) highlighting achievements, ongoing activities and key issues to be brought to the attention of AAO/SG8.</p> <p>The action by the Meeting is in paragraph 3</p>	
REFERENCES <ul style="list-style-type: none"> • AASPG Procedural Handbook • SAT Handbook • Summary of discussions of SAT SG 2 • Briefs from Joint SAT IMG/5 and SAT SOG/5 	
Strategic Objectives	<i>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</i>

1 INTRODUCTION

- 1.1 The Group of the Improvement of Air Traffic Services over the South Atlantic (SAT) is a technical group established by recommendation 5/11 of AFI RAN/7 with a membership from ICAO Contracting States in charge of Air Traffic Services provision over the South Atlantic, associated Air Navigation Service Providers and the International Air Transport Association (IATA). Member States are Angola, Argentina, Brazil, Cabo Verde, Cote d'Ivoire, France, Ghana, Morocco, Namibia, Portugal, Senegal, South Africa, Spain, Trinidad and Tobago and Uruguay.
- 1.2 The structure of the SAT Group includes three main bodies, an administrative group, the SAT Steering Group (SAT SG) and two working groups i.e. the SAT implementation management group (SAT IMG) and the SAT safety oversight group (SAT SOG). Several Project Teams are established under each body to plan and implement the Decisions of the SAT SG.

- 1.3** The SAT Handbook Section 1.4 b) and 2.3 state that the AFI Planning and Implementation Regional Group (APIRG) and all user States should be kept informed of new developments as well as the identification and resolution of air navigation deficiencies in the SAT area. In addition, Section 7.1 of the SAT Handbook requires that the SAT Steering Group (SAT-SG) report to APIRG through its Secretary and to other PIRGs through the accredited ICAO Regional Offices.
- 1.4** Since AAO/SG7, several activities have been conducted in the SAT including meetings of the contributory bodies as well as activities of established Project Teams with significant achievements as well as some key issues raised that should be brought to the attention of AASPG.

2 DISCUSSIONS

2.1. SAT Steering Group

2.1.1 The SAT SG held its second meeting in Dakar, Senegal, from 9 to 12 December 2024 at the kind invitation of Senegal and ASECNA. Outcomes of the discussions included among others:

- SAT SOG guidance material: The endorsement of SAT SOG generic documentation such as Traffic Sample Data, SAT Project Team TORs template, the publication of the SAT Oceanic Errors Safety Bulletin (OESB);
- SAT IMG operational guidance material: the endorsement of the SAT IMG documentation such as the second edition of the SAT Doc 002 - SAT ATM contingency plan, the SAT Doc003 - Minimum separation applicable in the EURSAM Corridor.
- Traffic forecast in the SAT area: The Meeting endorsed the APIRG/27 & RASG-AFI/10 Conclusion 6/06 regarding the provision of traffic forecast in the SAT area on short-term (1 year), medium-term (3 Years) and long-term (5 years).
- Higher airspace and space operations: The Meeting established a SAT Space Transport Operation (STO)-Higher Airspace Operations (HAO) Task Force to develop a mechanism for the effective management of the HAO and STO in the SAT area.
- ADS-B Monitoring in the SAT: ARMA and other RSOOs involved in the SAT were tasked by the Meeting to coordinate the conduct of 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.
- Scope of the mandate of the SAT: The Meeting discussed the scope of the mandate of the SAT, following the observation that some ANS areas such as AIM, MET and SAR did not form part of SAT areas of interest, despite significant interactions between ATS units and those services providers. The Meeting propose that SAT mandate be reconsidered by the relevant PIRGs to include those services.
- SAT SG, IMG and SOG 2025 work programme: The endorsement of the 2025 work programme for the SAT SG, SAT IMG and SAT SOG including the conduct of the joint 5th meetings of SOG and IMG in Lima, Peru in April 2025.

2.2. The SAT SOG and SAT IMG jointly held their fifth meeting from 7 to 11 April 2025 at the ICAO SAM Regional Office in Lima, Peru. The meeting was conducted in hybrid mode. The summary of

discussions of the meeting is yet to be released. However, some briefs about the topic covered included:

2.2.1 SAT IMG/5

2.2.1.1 Planning and implementation programmes

(a) *Traffic trends*: It was noted that an average 9.2% increase in traffic in the SAT area was recorded in 2024 as compared to 2023. This figure includes an increase of 11% in the EURSAM Corridor.

(b) *Traffic forecast*: In compliance with SAT SG/2 decision, the SAT Monitoring Agency (SATMA) provided traffic forecast for the whole SAT Area which foresees an increase of 8.8% in (2025), 8.0% in (2028) and 5.3% in (2030).

(c) *ATC improvement*:

-The Mach Number technique compensation was fully implemented in the whole EURSAM corridor in September 2024 with significant benefits recorded for airspace users and ANSPs.

-SAT PBCS implementation plan checklist for the EURSAM corridor was endorsed by SAT IMG with a tentative date of implementation set for 2026.

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

2.2.1.2 Airspace and ATS Route improvements

(a) The configuration of the ATS route UN866 in the EURSAM corridor was changed from unidirectional to bidirectional on 23 January 2025. This change was introduced to address the airspace capacity issues observed in the corridor. It is anticipated that its operationalization will have significant benefits for air operations, ATC operations, as well as environmental impact.

2.2.2 SAT SOG/5

2.2.2.1 SAT SOG Projects.

(a) *SAT OESB 1*: The first SAT OESB was published in December 2024 to address CPDLC connexion issues observed between Abidjan and Dakar ACC in the Dakar FIR where pilots frequently mistakenly logged on to the wrong data authority thus creating some operational safety risks. Feedback provided by ASNP and airlines confirmed the effectiveness of actions implemented.

- (b) *SAT ATS Events scrutiny*: A study conducted on the establishment of a SAT ATS events scrutiny group recommended that based on the discrepancies in regional approaches to ATS events scrutiny, each region should provide SAT SOG with the outcomes of its ATS events analyzed for consideration in the SAT CRA calculations and reporting.

2.2.2.2 SAT Collision Risk Assessments (CRA)

- (a) *Large Height Deviation (LHD)*: Has significantly dropped in the SAT EURSAM corridor from 37 (in 2023) to 20 (in 2024) representing 46% reduction in the risk factor. The reduction is attributable to the effective implementation of safety culture within ANSPs involved.
- (b) *SAT area delineation*: Phase 1 requested States to confirm their FIR boundary coordinates, to define an operational geographical line (LAT LONG coordinates) between domestic and oceanic airspace and to provide vertical limits and airspace classifications for airspace to be included in the SAT Area. However, it was noted that very few States and ASNPs provided feedback. In the AFI region, only ASECNA (Dakar FIR) and Ghana (Accra FIR) provided feedback. Start of Phase 2 was dependent on the completion of phase 1. Several projects on the SAT are at a halt due to lack of delineation.

2.2.3 Challenges in the SAT

- (a) Low provision of data by States to enable completion of some key projects such as the SAT area delineation, SAT traffic forecast, etc.
- (b) Deficient Coordination between some ATS units due to issues with the CAFSAT network and delayed implementation of AIDC.
- (c) Insufficient resource mobilization for SAT projects.

3 ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Encourage States in the SAT to further commit to SAT matters; and
- c) Call on AASPG to foster resource mobilization for the effective implementation of SAT projects.

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