Report of the Eleventh meeting of the South Atlantic RMA Harmonization and Standardization Project Team (SAT RMA H/S PT/11)

Seventh Meetings of the SAT Implementation Management Group and SAT Safety Oversight Group

Dakar, 6-10 April 2026

ARMA CARSAMMA SATMA

Federal Aviation Administration | NAARMO

Meeting Agenda

1. Review of PT objectives
2. Review of proposed deliverables
3. Overview of significant PT achievements
4. Review of PT activities and outcomes to date (Review)
5. Approach to producing a unified safety assessment – EURSAM Corridor
6. RMA PBCS monitoring program support
7. Review of current initiatives, prioritization, and next steps

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RMA H/S PT Objectives

During the first meeting of the SAT SOG, a need to assess and harmonize the current procedures and methods of the three RMAs who are responsible for provision of monitoring services in the SAT Area was identified.

Consequently, it was agreed that a dedicated project team should be established to focus on the following objectives:

1 Harmonized SAT RMA Data Practices

Conduct a study consisting of a detailed analysis of the current state of data collection, processing, and dissemination among the three RMAs.

2 Harmonized SAT RMA Processes

Identify differences in the current processes employed by SAT RMAs and propose solutions to harmonize and standardize procedures where needed.

3 Centralized Database Feasibility Study

Assess the feasibility of implementing a centralized SAT RMA database for collection of LHDs, LLDs, and LLEs.

4 Standardized Collision Risk Methodology

Adopt standardized collision risk assessment methodology to ensure consistent and accurate assessment of risk in the SAT Area.

5 SAT Area Delineation Input

Provide input to determination of the SAT geographical area from a safety assessment perspective.

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Proposed Deliverables (Based on Objectives)

#	Deliverable	Target Date	Status
1	SAT RMA H/S PT SAT SG Contributing Bodies Communication and Collaboration Plan (ref. SAT SOG/1 SOD, Appendix I) (*Highlights the need to collaborate with SAT SOG PTs*)	SAT SOG/02	Complete
2	Standardized SAT-specific traffic sample data collection template (Ref. SAT/SOG/1-WP/3.3, SAT/SOG/1-WP/3.4)	Final draft TBD*	First draft complete, final template in progress
3	Know Your Airspace Analysis (KYA) for the South Atlantic Area (ref. SAT/SOG/1-WP/2.80, Action SOG01-05)	Final draft TBD*	First draft complete
4	Action plan for SAT SOG future actions supporting standardization and harmonization of data collection, processing, and dissemination among the three SAT RMAs (ref. SAT/SOG/1-WP/3.3, SAT/SOG/1-WP/3.4)	TBD*	
5	Standardized collision risk assessment methodology (ref. SAT/SOG/1-WP/5.7)	TBD*	Two workshops completed
6	Action plan for conducting workshops to promote implementation of standardized data collection and collision risk assessment methodology among the SAT RMAs. (ref. SAT/SOG/1-WP/5.7)	30 Mar 2024	Complete
7	Data field and format requirements for developing a centralized SAT RMA database for collection of LHDs, LLDs, LLEs	TBD*	In Progress

*Dependent on SAT Delineation

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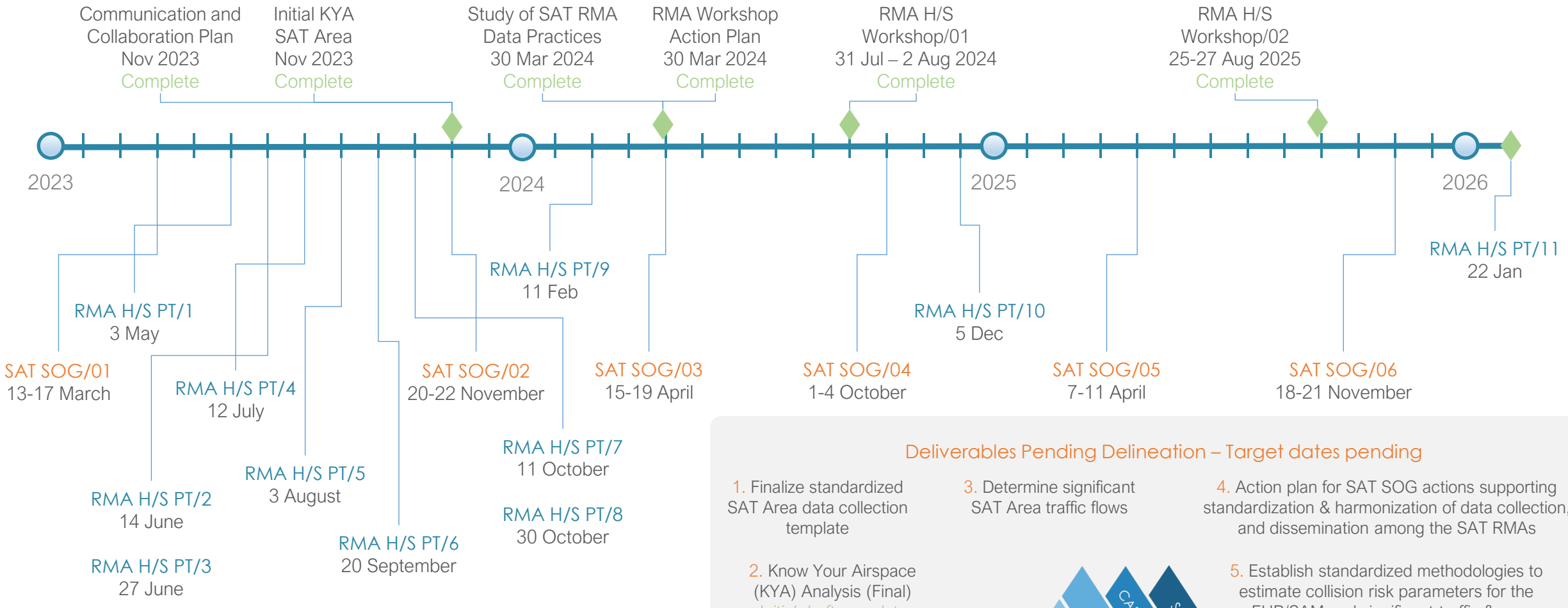
RMA H/S PT Significant Achievements and Pending Deliverables

(SAT SOG meeting dates provided for reference)



Deliverables Pending Delineation – Target dates pending

1. Finalize standardized SAT Area data collection template

2. Know Your Airspace (KYA) Analysis (Final)
Initial draft complete

3. Determine significant SAT Area traffic flows

4. Action plan for SAT SOG actions supporting standardization & harmonization of data collection, and dissemination among the SAT RMAs

5. Establish standardized methodologies to estimate collision risk parameters for the EUR/SAM and significant traffic flows

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PT Activities and Outcomes - Review

- SAT Area Large Height Deviation (LHD) Data Collection Assessment
- SAT RMA Workshops
- Traffic Sample Data (TSD) Assessment/Standardized Template
- Know Your Airspace (KYA) Analysis – SAT Area

PT Activities and Outcomes - SAT Area LHD, LLD, and LLE Data Assessment

Review

- The RMA HSPT initiated an assessment of SAT LHD data recording practices , using 2022 data, with the following goals:

#	SAT RMA LHD Data Collection Assessment Goals
1	Assess and establish taxonomy continuity among the SAT RMAs
2	Assess the data fields, and formats, in which LHD data are recorded for continuity
3	Assess the LHD data fields and formats recorded by SAT RMAs and ensure that the data fields necessary for performing safety assessments and assessing collision risk
4	Assess the feasibility of implementing a centralized SAT RMA database for collecting LHDs, LLDs and LLEs

It should be noted; RMAs are responsible for performing assessments of airspace operations applicable to the vertical dimension within the RVSM flight level stratum.

The outcomes the assessment were based on LHD collection practices. Collection and assessment of LLDs and LLEs could be added to an RMA's list of duties and responsibilities. This should be coordinated with the appropriate planning group.

- The LHD data fields recorded by SAT RMAs were compared and, although there were some differences, majority of the fields were consistent. Considering the commonalities, it is the RMA HSPT's view that implementing a centralized database, from a data amalgamation and recording perspective, is feasible.

- The PT informed SOG that LHDs are assigned parameter values that are used for collision risk modeling. These values are commonly assigned when they are reviewed by a group of subject matter experts such as a Scrutiny Group.

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PT Activities and Outcomes – SAT RMA Workshops

Review

- The RMA HSPT was tasked with developing an action plan and conducting workshops to promote implementation of standardized data collection and collision risk assessment methodology among the SAT RMAs.
- The PT developed a SAT RMA Workshop Action Plan. The action plan included five high-level goals with subtasks.

#	SAT RMA Workshop Goals
1	Adopt standardized collision risk assessment methodology to ensure consistent and accurate assessment of risk in the SAT
2	Establish requirements for implementing a centralized SAT RMA database (if feasible) for collection of large height deviations (LHDs), large lateral deviations (LLDs) and large longitudinal errors (LLEs).
3	Establish standardized data collection, processing, and dissemination methods among the SAT RMAs
4	Identify training requirements and established standardized training materials among SAT RMAs

The Project Team conducted two workshops:

- 31 July - 2 August 2024, Mexico City
- 25-27 August 2025, Rio de Janeiro

Moving Forward – the PT will conduct future workshops as determined necessary.

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PT Activities and Outcomes – Traffic Sample Data (TSD) Assessment, Phase I

Review

The project team performed a phased review of TSD files submitted by Sates and/or service providers to the SAT RMAs.

Phase I - an initial review to determine the source of the TSD files, the frequency with which the data files were submitted, the highest traffic volume areas, and determine the feasibility of:

1. developing a unified SAT TSD file;
2. developing harmonized collision risk assessment parameter estimations; and
3. producing a harmonized risk assessment.

Phase I Conclusions:

- The data elements, format, and frequency with which traffic data are submitted by the States or ANSPs to the RMAs did not support the standardized requirements prescribed by ICAO Doc 9937.
- The TSD data sources vary among the RMAs, and, in many cases, the source is unknown.
- Applicable to some FIRs, the frequency of provision of TSD files is inconsistent and, in some cases, data are not provided at all.
- Some traffic samples do not support extracting oceanic flights from the file.

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PT Activities and Outcomes – Traffic Sample Data (TSD) Assessment, Phase II

Review

Phase II - the Project Team developed an initial draft SAT Area-specific TSD collection template. The purpose of this template is to ensure data field and format consistency, ensure that the data fields necessary for conducting airspace operational and safety assessments are captured, and support developing a unified SAT TSD.

Initial SAT Area TSD Template

DATE	CALL SIGN	ITEM 10 OF THE FLIGHT PLAN	SUR/ TAG IN ITEM 18 OF THE FLIGHT PLAN	AIRCRAFT TYPE	ORIGIN AERODROME	DESTINATION AERODROME	FIR ENTRY TIME	FIR ENTRY FL	ENTRY FIX or LAT/LONG	ENTRY AIRWAY (if applicable)	TRAFFIC FLOW DESIGNATOR	TOTAL FLY TIME (HOURS)	EUR/SAM FLY TIME	AORRA FLY TIME

Note: The template is representative of an initial concept. Moving forward, finalization of the template is dependent on the availability and types of data provided to the RMAs.

- The specific data fields, that include aircraft position information for the SAT Area ("FIR ENTRY TIME", "FIR ENTRY FL", "ENTRY FIX or LAT/LONG", and "ENTRY AIRWAY"), were added to address challenges regarding determination of aircraft position information specific to the SAT Area for TSD provided in a flight plan format or TSD provided for the entire FIR where the FIR is not exclusively within the SAT Area.
- Additional fields were also added to enable RMAs to accurately determine the flying hours for EUR/SAM and AORRA from the TSD.
- Where possible, each RMA processed the TSD for their designated FIRs.

PT Activities and Outcomes – Traffic Sample Data (TSD) Assessment, Conclusions

Review

1. An identified need to perform additional data processing to account for inconsistent data formats, identify traffic flows, and to parse out data not applicable to the SAT Area.

2. The PT intends to continue to modify the template as necessary to maximize the amount and quality of data captured by combining multiple traffic samples.

3. Noting the challenges during Phase I, the PT recommended that a SAT-specific TSD collection template be developed for the SAT Area.

4. The PT requested assistance regarding provision of standardized TSD; States/ANSPs were encouraged to provide standardized data to help the RMAs achieve their objectives - Action SOG03-03

5. To include peak traffic levels and data representative of all types of operations, it was agreed (and endorsed by SAT IMG/02) that the TSD month should be changed from December to July.

6. The PT recommended that some FIRs that contain domestic and oceanic traffic data should be split, solely for data collection and processing purposes, when the SAT delineation is complete.

   If FIRs are split, the project team should confirm that acquiring separate traffic sample data for these defined areas is feasible. Otherwise, the RMA will have to develop methods for splitting the TSD for use in the SAT Area.

   SAT SOG Decision 02/01 - Support for the workplan of SAT SOG RMA H/S PT

7. The outcomes of the SAT delineation will affect the design of the template. For example, applicable to a State whose FIR expands across continental and oceanic airspace, the ability to separate data (continental from oceanic operations) could affect the template design. Once the SAT delineation is complete, a more specific SAT TSD template will be developed.

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SAT SOG Decision 02/01 - Support for the workplan of SAT SOG RMA H/S PT

Review

That, SAT SOG members are invited to:

a) support administrative delineation of some FIRs* for the purposes of data collection and submission to facilitate safety assessment, risk estimation, and metrics harmonization within the SAT;

b) provide standardized data to help the RMAs achieve their objectives and deliverables, as well support comprehensive assessment of the SAT Region; and

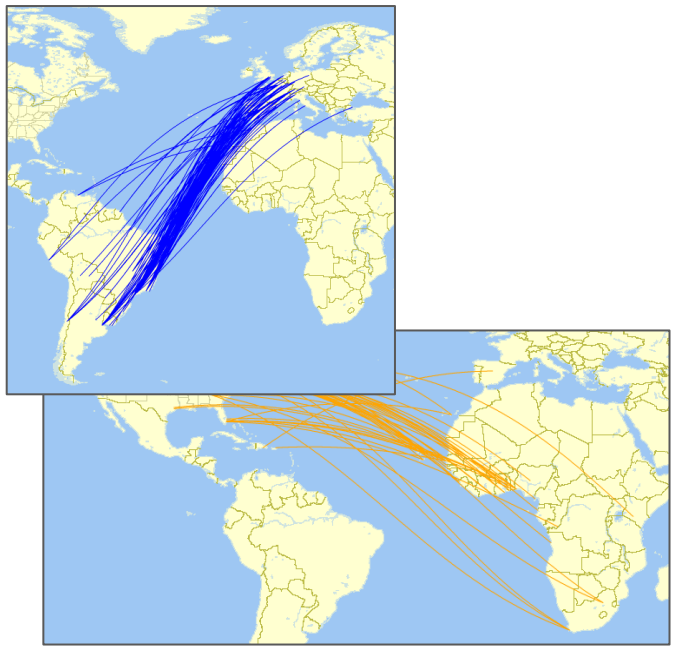
c) endorse and support the activities of RMA H/S PT on delineation of SAT, according to planned phases 1, 2 and 3.

** Specifically: Accra, Canaries, Comodoro Rivadavia, Ezeiza, Johannesburg, Luanda, Montevideo and Windhoek FIRs have portions of airspace designated to the SAT Area.*

PT Activities and Outcomes – Know Your Airspace (KYA) Analysis

Review

The PT conducted a detailed examination of the operational structure and use of the airspace in which the delineation is planned to take place, otherwise known as a "Know Your Airspace" (KYA) analysis - a key step to supporting delineation of the SAT Area.



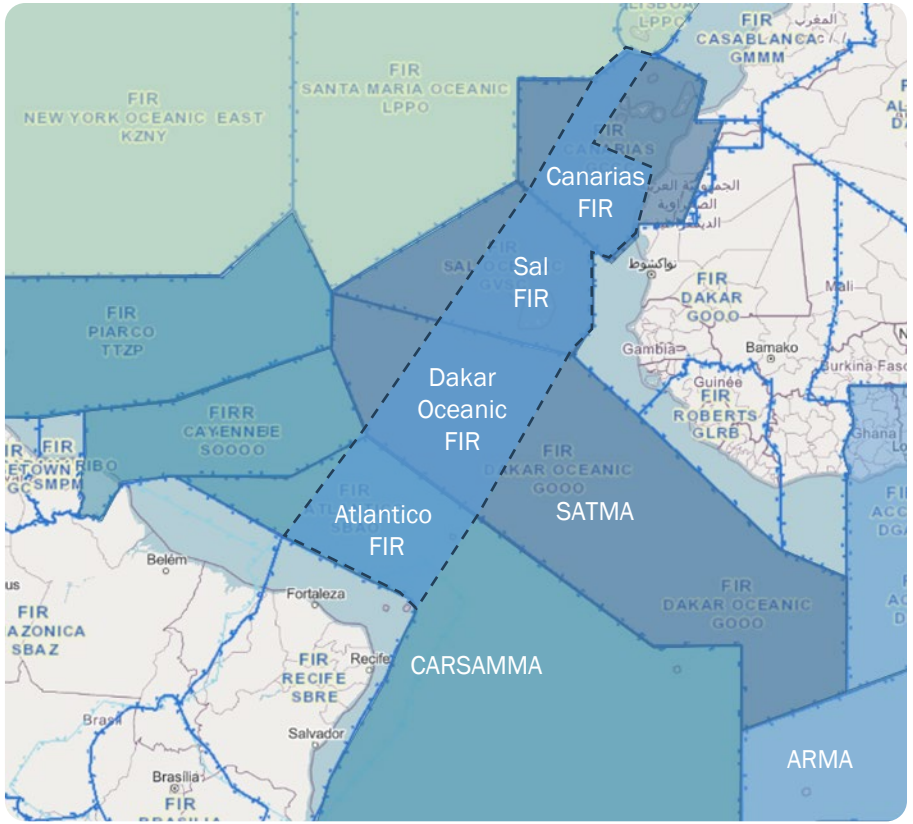
- The purpose of the study is to provide analysts and airspace planners involved in the SAT Area with information pertaining to the operators, aircraft, and traffic characteristics observed in the airspace.
- This analysis provides the basis for evaluating key parameters used in the collision risk model, identifying significant traffic flows, identifying areas that require enhanced monitoring, and informing harmonization and standardization decision-making.
- The PT has performed work under this initiative and presented the results of an initial assessment during SAT SOG/02.
- The work performed to date has been focused on the EURSAM Corridor, the area with the highest traffic volume.
- It is intended that the KYA will be a "living" document and will be periodically updated to include ongoing assessment of the EURSAM Corridor and other areas of the SAT Area such as the AORRA airspace and low traffic volume areas.

**Next iteration dependent on SAT Delineation*

Unified Safety Report

EURSAM Corridor

Approach to Producing a Unified Safety Report – EURSAM Corridor



Depiction of EURSAM Corridor

Collaborative Approach

- Finalize a standardized SAT-specific traffic sample data collection template
- Update the KYA using current TSD
- Determine collision risk model parameters, averaged across FIRs
- Produce a combined LHD, LLE, LLD assessment
- Conduct a collision risk assessment
- Generate a unified safety report
- Expand methodology to other portions of the SAT Area

Traffic Sample Data (TSD) Assessment, Phase III

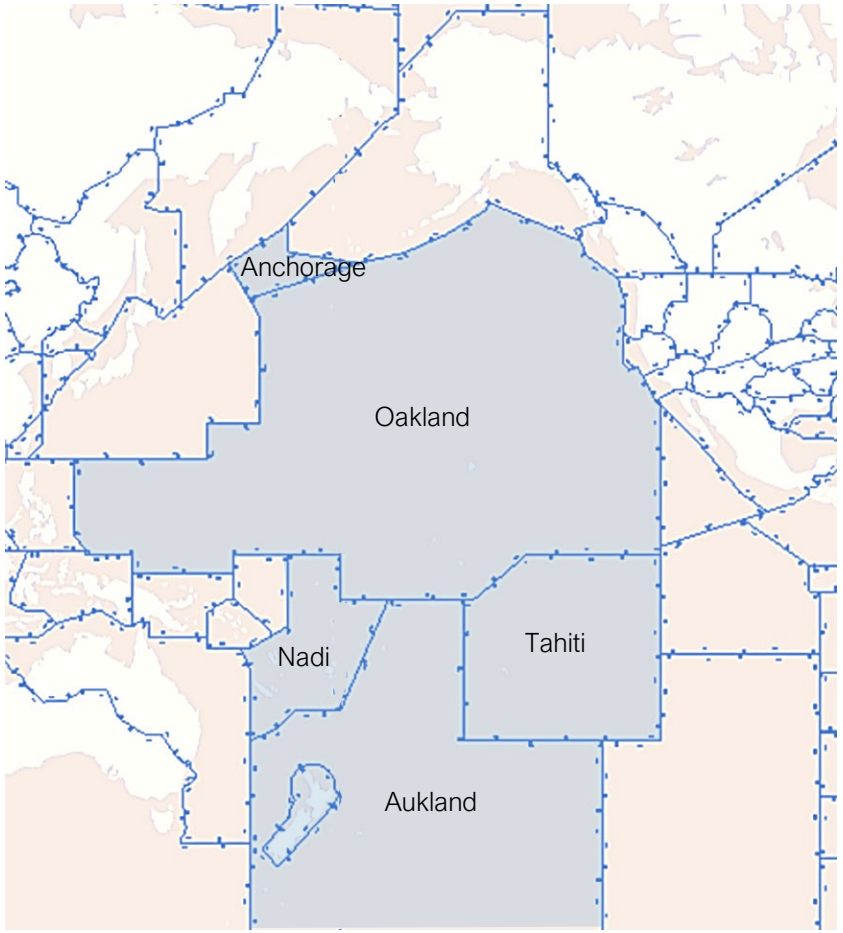
- Moving Forward – The PT explored methods by which TSD templates are designed and populated in other ICAO Regions. The variations are attributed to geographic and airspace features. For example, in the NAT, statistics are accumulated and calculated by FIR.
- Collison risk model parameters, such as occupancy, are averaged across FIRs. This approach will support producing a unified safety report for the EURSAM Corridor and other significant traffic flows observed in the SAT Area that span across multiple FIRs.
- Using the NAT and PAC formats as guidance, it is likely the SAT-specific template will consider elements as shown in the figure below and on the next two slides.

NAT TSD Format Example - Reporting of Oceanic Flight Data by OCA/FIR

Reporting of Oceanic Flights data by Oceanic Control Area (OCA)						
60 West	50 West	40 West	30 West	20 West	10 West	00 West
						BODO
			Reykjavik			
		Santa Maria				
			Shanwick			
	Gander					
New York (East)						

Traffic Sample Data (TSD) Assessment, Phase III (cont.)

NAT TSD Format Example - Reporting of Oceanic Flight Data by OCA/FIR



	A	B	C	D
1	Combined report for the Anchorage, Auckland, Oakland, Nadi, and Tahiti FIRs			
2	**Area (PAC or Asia)**	PAC		
3	**APAC Monitoring Agencies**	PARMO		
4	**Airspace**	Pacific		
5				
6	**Attributions**	**Category Code**	**Number of LHDs**	**umber of LLDs and LLEs**
7	**Aircrew/Pilot**	**A**	2	25
8		**B**	24	4
9		**C**	3	4
10	**ATC**	**D**	3	4
11		**E**	53	105
12		**F**	3	1
13	**Other Attributions**	**G**	0	0
14		**H**	0	1
15		**I**	0	0
16		**J**	0	0
17		**K**	0	
18		**L**	0	
19		**M**	2	
20	**Total**		90	144
21				
22	**Flying Hours**			
23	for vertical risk estimates	1933809		
24	for reduced horizontal Separation Standards	1933809		
25				
26	**Risks by Airspace (x 10E-9)**			
27	Vertical Technical Risk	0.08		
28	Vertical Operational Risk	25.3		
29	Vertical Total Risk	25.4		
30	Risk for Reduced Lateral Separation Standards	1.15		
31	Risk for Reduced Longitudinal Separation Standards	0.014		

Consolidated flying hours

One risk estimate

Traffic Sample Data (TSD) Assessment, Phase III (cont.)

- Consolidated safety occurrence report template – The figure below illustrates fields contained in LHD, LLD, LLE reports that could be captured for a portion of the SAT Area, such as the EUR SAM Corridor, identified as having similar airspace characteristics.
- Using the EUR SAM Corridor as an example, safety occurrences observed in the Atlantico, Dakar, Sal, and Canarias FIRs will be combined.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Event Number or ID	Event Date	Type of Event (LHD/LLD/LLE)	Category Code	Deviation (Minutes)	Deviation (Levels_Crossed)	Deviation (Horizontal Distance)	Risk (FAPFH)	Event Location (Latitude)	Event Location (Longitude)	Event Location (Fix)	RMA/EMA	FIR (Full Name)	Transfering FIR	Hot_Spot (Optional)
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															

Traffic Sample Data (TSD) Assessment, Phase III (cont.)

- The Project Team developed a South Atlantic RMA Data Collection Survey
- The purposes of this survey are:
  1) to identify data sources, specific fields, and data elements included in traffic data samples provided by States or air navigation services providers (ANSPs) to regional monitoring agencies (RMAs) operating in the South Atlantic Area; and
  2) to support development of process for producing combined traffic samples to support producing unified safety reports for significant traffic flows observed in the South Atlantic Area.
- The results are shown on the next three slides.
- Traffic sample data sets were also provided by the SAT RMAs and are still under evaluation.

Traffic Sample Data (TSD) Assessment, Phase III (cont.)

RMA	SAT Area FIR	Name of the TSD provider organization (ANSP or State)	Is the TSD file provided in the format specified by Doc 9937? (Y/N)	Do you have a designated Point of Contact? (Y/N)	Are the TSD files provided monthly or once a year? ("M" for monthly or "Y" for once a year)	Are you currently receiving data for the month of July? (Y/N)
ARMA	Accra	ANSP	Y	Y	M	Y
ARMA	Johannesburg Oceanic	ANSP	Y	Y	M	Y
ARMA	Luanda	ANSP	Y	Y	M	Y
ARMA	Windhoek	ANSP	Y	Y	M	Y
CARSAMMA	Atlantico	DECEA	Y	Y	Y	Y
CARSAMMA	Cayenne	DSNA	Y	Y	Y	N
CARSAMMA	Comodoro Rivadavia	EANA	Y	Y	Y	Y
CARSAMMA	Ezeiza	EANA	Y	Y	Y	Y
CARSAMMA	Montevideo	DINACIA	Y	Y	Y	Y
CARSAMMA	Piarco	TTCAA	Y	Y	Y	N
SATMA	Canarias South	Eurocontrol/DDR	N	N	Y	Y
SATMA	Dakar Oceanic	Eurocontrol/DDR and ASECNA	N	N	Y	Y
SATMA	Sal Oceanic	Eurocontrol/DDR	N	N	Y	Y

Traffic Sample Data (TSD) Assessment, Phase III (cont.)

	SAT Area FIR	Flight Plan	ADS-B	ADS-C	HF Radio	Unknown	Point of exit and entry? (Y/N)	Route? (Y/N)	FIR exit and entry time? (Y/N)
ARMA	Accra	Y					Y	Y	Y
ARMA	Johannesburg Oceanic	Y					Y	Y	Y
ARMA	Luanda	Y					Y	Y	Y
ARMA	Windhoek	Y					Y	Y	Y
CARSAMMA	Atlantico	Y					Y	Y	Y
CARSAMMA	Cayenne	Y					Y	Y	Y
CARSAMMA	Comodoro Rivadavia	Y					Y	Y	Y
CARSAMMA	Ezeiza	Y					Y	Y	Y
CARSAMMA	Montevideo	Y					Y	Y	Y
CARSAMMA	Piarco	Y					Y	Y	Y
SATMA	Canarias South	Y		Y			Y	N	Y
SATMA	Dakar Oceanic	Y		Y			Y	N	Y
SATMA	Sal Oceanic	Y		Y			Y	N	Y

Traffic Sample Data (TSD) Assessment, Phase III (cont.)

	SAT Area FIR	Are LHD reports submitted for the following FIRs? (Y/N)	Are you receiving LHD reports monthly (or more frequently) (Y/N)	Are LLD and LLE reports submitted for the following FIRs? (Y/N)	Are you receiving LLD and LLE reports monthly (or more frequently) (Y/N)
ARMA	Accra	Y	Y	N	N
ARMA	Johannesburg Oceanic	Y	Y	N	N
ARMA	Luanda	Y	Y	N	N
ARMA	Windhoek	Y	Y	N	N
CARSAMMA	Atlantico	Y	Y	N	N
CARSAMMA	Cayenne	Y	Y	N	N
CARSAMMA	Comodoro Rivadavia	Y	Y	N	N
CARSAMMA	Ezeiza	Y	Y	N	N
CARSAMMA	Montevideo	Y	Y	N	N
CARSAMMA	Piarco	Y	Y	N	N
SATMA	Canarias South	Y	Y	N	N
SATMA	Dakar Oceanic	Y	Y	N	N
SATMA	Sal Oceanic	Y	Y	N	N

CARSAMMA reported that Recife occasionally reports LLDs

Large Lateral Deviations (LLDs) and Large Longitudinal Deviations (LLEs)

- ANSPs are responsible for performing pre-implementation and post-implementation safety assessments (ref. Annex 11 and ICAO Doc 4444).
- With respect to implementing PBCS and applicable reduced separations, assessment of LLDs and LLEs is a necessary component of horizontal-plane collision risk modeling.
- RMAs are responsible for performing assessments of airspace operations applicable to the vertical dimension within the RVSM flight level stratum.
- Collecting and assessing LLDs and LLEs could be added to an RMA's list of duties and responsibilities; however, this should be coordinated with and agreed by the appropriate regional planning group and all stakeholders involved.
- It is recommended that:
  - If it is agreed that the SAT RMAs will collect and assess LLDs and LLEs, SAT RMA TORs should be amended by the appropriate PIRG; and
  - Mechanisms be established to begin collecting LLDs and LLEs as soon as practical

Supports action: SOG03-04

Know Your Airspace (KYA) Analysis, Next Steps

Moving Forward – produce the next iteration of the SAT KYA:

1) Update the general KYA elements, such as traffic flows, airspace usage and operator characteristics, using current TSD collected for the revised traffic sample month - July.

2) Identify collision risk model parameter values applicable to the EURSAM corridor (e.g., occupancy, speed, and vertical overlap values).

    a) Develop traffic density values for significant traffic flows in the EURSAM corridor.

    b) Assess LHDs that were observed in the SAT Area during a specified period and combine assigned parameter values. Typically, most of the collision risk estimate is attributed to values assigned to LHD events (operational risk).

3) Identify collision risk model parameter values applicable to areas in the SAT Area with lower traffic volumes

RMA PBCS Monitoring Program Support

Review of the RMA Role in the PBCS Monitoring Program - Background

In establishing regional PBCS monitoring programs, it was noted by that RMAs have gained considerable experience in the collection, maintenance and sharing of approvals data and in the communication with States regarding non-compliant operations.

It was proposed that the proficiencies in these areas be extended to support PBCS monitoring programs.

The lines of communication developed by RMAs and the well-established approvals databases are valuable resources for communicating with States regarding underperforming aircraft maintaining RCP)/RSP approvals/authorizations for PBCS-eligible aircraft.

To support confirmation of compliance with State PBCS approval requirements, it was also desirable that RMAs receive approvals from States for which they are responsible and append the RCP and RSP approvals to the existing RVSM approvals database.

Consequently, RMA terms of reference were amended by their respective PIRGs accordingly.

+ Receive reports of non-compliance with RSP 180 and RCP 240 from ANSPs and transmit reports to the respective RMA associated with the State of the respective operator/aircraft;

+ Receive and maintain records of RCP and RSP approvals issued by States of Operator/Registry associated with current State responsibility and incorporating into expanded RVSM/PBCS approvals database and follow-up, as appropriate, instances of non-approved aircraft being identified in PBCS airspace.

+ Share records of RCP and RSP approvals between RMAs in line with current sharing practices of RVSM approvals for the ability of States/ANSPs to verify that aircraft operators filing PBCS capabilities in the flight plan are authorized to do so.

It should be noted that the information on this slide represents what has been agreed on a global level. Since RMAs are tasked by their respective PIRGs, it is possible that some RMA responsibilities may vary.

Review of the RMA Role in the PBCS Monitoring Program

ICAO SARPS

It is required that the States of the operator/registry are notified of aircraft observed with non-compliant performance and take corrective action.

1 ANSP

ANSPs are responsible for performing analysis of actual communication performance (ACP) and actual surveillance performance (ASP) and detecting infrastructure or aircraft not meeting RCP/RSP specifications (ref. Doc 9869, section 4.5.2)

The ANSP responsible for provision of air traffic services in the FIR in which non-compliant performance was detected submits a non-compliance report to the appropriate RMA - the RMA designated to the FIR. (ref. ICAO Doc 9937)

2 Designated RMA (FIR)

The RMA with responsibility for the airspace associated with the ANSP reporting a non-compliance, would notify the RMA that has responsibility for the State of Operator/Registry (ICAO Doc 9937) associated with the aircraft observed with non-compliant performance.

(*If an RMA receives a non-compliance report for a State that falls within its area of responsibility, then the RMA should submit the report to the State.*)

3 Designated RMA (State)

The RMA receiving the notification would then provide the report to the State of Operator/Registry for which it has been designated responsibility (ref. ICAO Doc 9937) of the aircraft/fleet observed with non-compliant data link performance.

4 State

State of Operator/Registry of the aircraft/fleet observed with non-compliant performance

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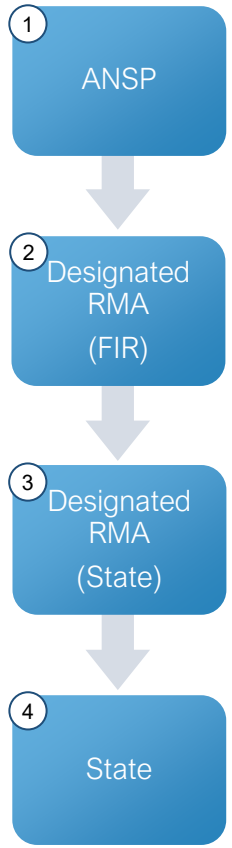
Review of the RMA Role in the PBCS Monitoring Program – EURSAM Corridor

ANSPs perform analysis of actual communication and surveillance performance, detect aircraft not meeting RCP/RSP specifications, and submit non-compliance reports to the appropriate RMA

The RMA with responsibility for the airspace associated with the ANSP reporting a non-compliance, would notify the RMA that has responsibility for the State of Operator/Registry.

The RMA receiving the report would then provide the report to the State of Operator/Registry for which it has been designated responsibility.



Atlantico FIR	Dakar Oceanic FIR	Sal FIR	Canarias FIR
DECEA Departamento de Controle do Espaço Aéreo	ASECNA Agency for Air Navigation Safety in Africa and Madagascar	ASA Aeroportos e Navegação Aérea de Cabo Verde S.A.	ENAIRE
CARSAMMA	SATMA	SATMA	SATMA
The RMA that has responsibility for the State of Operator/Registry associated with the aircraft/fleet observed with non-compliant performance. Since non-compliance reports could be applicable to an aircraft/operator registered to any State, with the exception of SATMA, it is possible that all RMAs may have a role associated with this step.			
State of Operator/Registry of the aircraft/fleet observed with non-compliant performance.			

SAT RMA H/S PT/11

Review of Current PT Initiatives, Prioritization and Next Steps

1. Finalize the standardized SAT Area data collection template

2. Establish standardized methodologies to estimate collision risk parameters for the EUR/SAM and significant traffic flows

    a) Establish methodologies for producing a unified safety report for significant traffic flows that involve multiple RMAs

3. Know Your Airspace (KYA) Analysis (Final)

    a) Determine significant SAT Area traffic flows

    b) Provide input to determination of the SAT geographical area from a safety assessment perspective

4. Action plan for SAT SOG actions supporting standardization & harmonization of data collection, and dissemination among the SAT RMAs