



ICAO

**SEVENTH MEETINGS OF THE SAT IMPLEMENTATION MANAGEMENT GROUP (SAT IMG/7)
AND
SAT SAFETY OVERSIGHT GROUP (SAT SOG/7)**

Dakar, 6-10 April 2026

Agenda Item 2: States/ANSP updates

South African State Report

(Presented by South Africa)

SUMMARY	
This working paper represents the South African State report for the reporting period January 2025 to December 2025.	
Action by the Meeting at paragraph 3.	
<i>Strategic goals</i>	A-Every Flight is safe and secure C- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All

1. Introduction

- 1.1 The Group is presented with a summary of the South African State report for the performances within SAT-AORRA portion of the FAJO (Johannesburg Oceanic FIR) over the reporting period January 2025 to December 2025.
- 1.2 The South African State report contains performances in traffic movement statistical data,
performance projection for the FAJO including updates in ATM/cns infrastructure projects in line with the SAT IMG/2 conclusion and decisions

2. Discussion

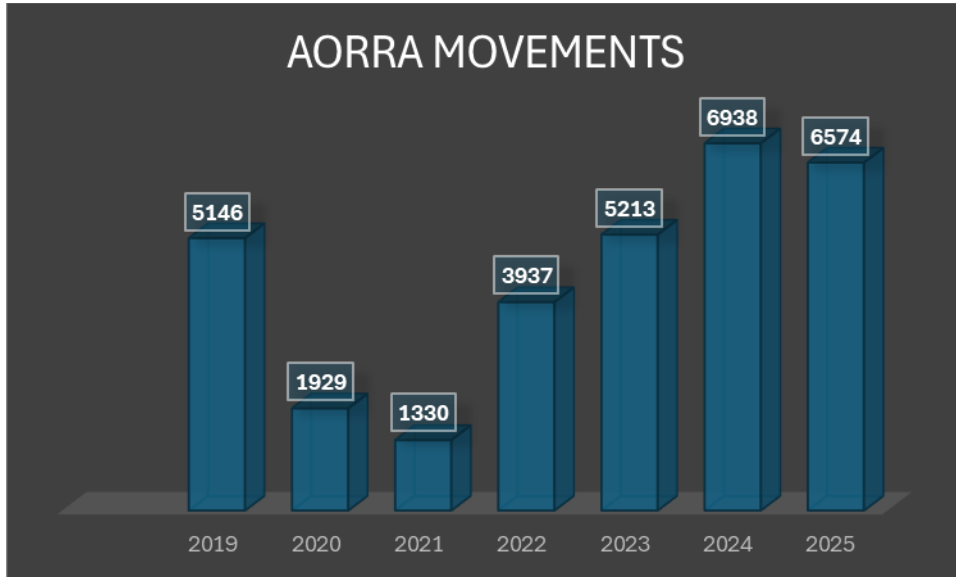
- 2.1 Air Traffic Movements and trend analysis.
 - a) The statistical analysis and performance comparison of air traffic movements within the SAT-AORRA (Atlantic Ocean Random Routing Area) portion of the

FAJO

(Johannesburg Oceanic FIR) includes an indication of performance trends over the reporting period.

b) AORRA Traffic Movements

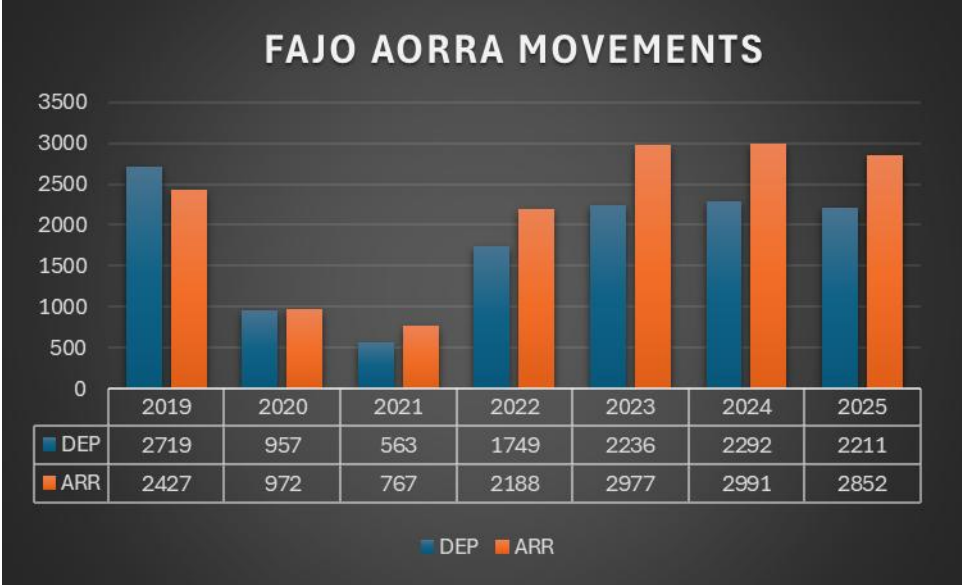
The diagrams below provide an overview of the total air traffic movements statistical analysis over the reporting period.



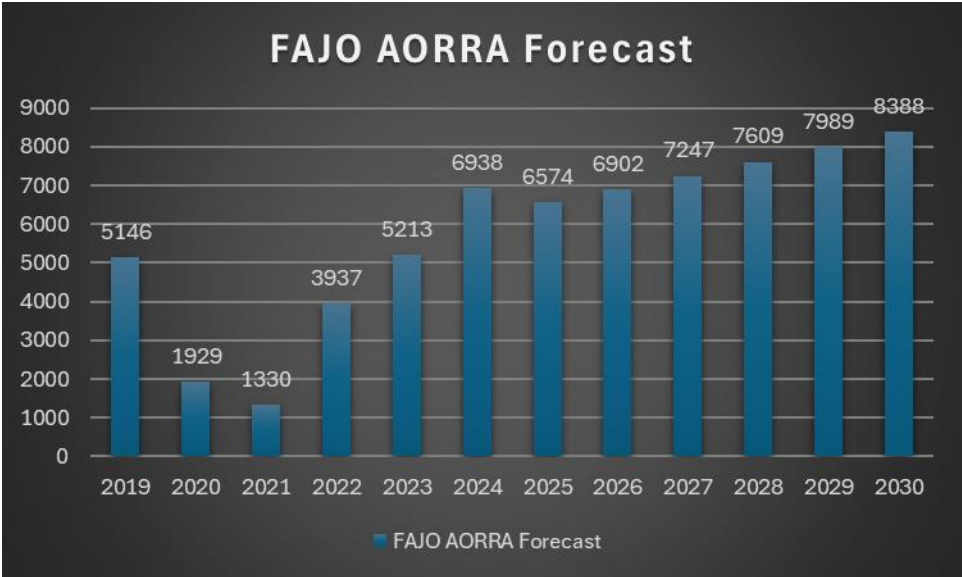
The above graph shows that post COVID19 there was a steady increase year on year, on the total air traffic movements. 2023 to 2024 showed an increase of 1725 movements in AORRA. We note that the 2024-2025 movements were slightly lower than the previous reporting period by 364 movements. We are busy with monthly comparison to determine why this was the case.

c) DEP/ARR statistical analysis

The graph below shows the air traffic DEP/ARR statistical analysis.



d) FAJO AORRA traffic forecast
Traffic forecast figures reported over the outlook period 2019 to 2030 using a conservative Increase of 5 percent of traffic movements in AORRA.



2.2 Space Based ADS-B Implementation

- a) South Africa commissioned the operational use of space-based ADS-B data within FAJO-Johannesburg Oceanic, FAJA-Johannesburg and FACT-Cape Town FIRs on the 8th of August 2023 following the successful conclusion of the operational trials.
- b) The implementation of space based ADS-B has brought new areas into surveillance coverage and, where surveillance already existed, has provided improvements over the capabilities of other technology (e.g. radar). This has delivered significant safety and efficiency enhancements.
- c) It has also improved situational awareness for air traffic controllers and Pilots leading to increased airspace capacity and efficiency.

2.3 AIDC and AMHS Implementation status.

- a) Following AIDC Implementation planning and coordination meetings in February and September 2023 between South Africa and Angola in consultation with Namibia, we have not yet implemented with Angola.

To date the implementation of the supporting telecom infrastructure to enable point-to-point connectivity between FAJO and FNAN, remain a barrier.

South Africa has already resumed coordination and implementation planning with Angola to establish datalink acquisition and ATM modernisation programme status in order to update implementation plans.

- b) Following establishment of the REDDIG II note in Johannesburg, the network technical evaluation, capacity assessments and line designation to determine available capacity considering the required services is still ongoing.

The outcome of this technical evaluation will inform the status and coordination required with the respective FIRs.

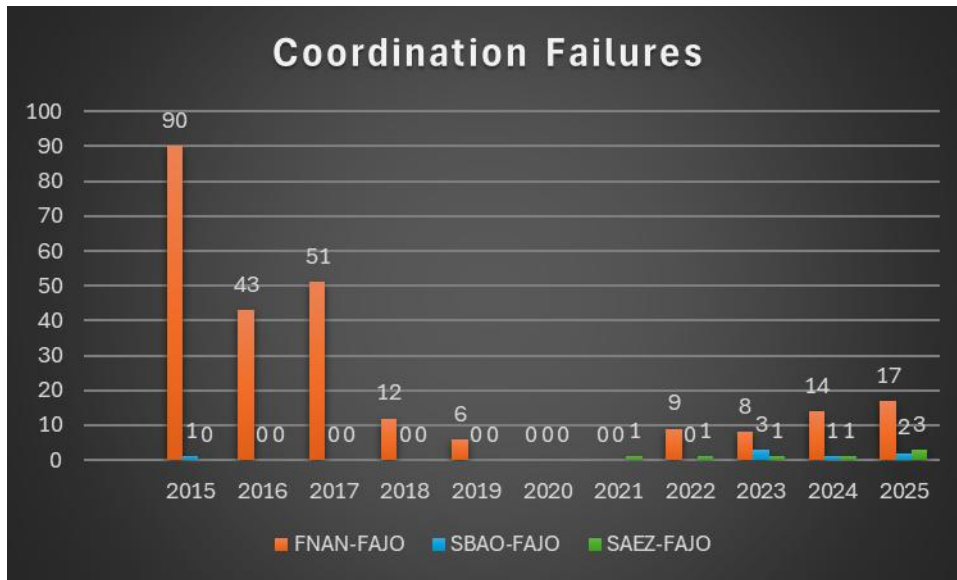
- c) AIDC with Atlantico and Monte Video timelines will be presented by the next IMG meetings as these have not yet been finalized.

2.4 Coordination Failures.

a) The coordination failures statistical analysis as depicted below is shows similar trends as previously reported.

The FAJO and FNAN performances show slight increases noticeable in the 2025 performances depicted in the diagram.

The renewed discussions with Angola in relation to the Angolan ATM modernisation programme status and its implementation timelines thereof, specifically the point-to-point datalink, AMHS and ATM system implementation has the potential to minimize the number of coordination failures.



2.5 Infrastructure services availability performances.

Space based ADS-B, HF, and datalink (ADS-C and CPDLC) services availability over the reporting period April 2024-February 2025 as follows.

a) Space based ADS-B = 99.5%

b) ADS-C and CPDLC = 97.7%

c)HF = 99.00%

2.7 WAM (Wide Area Multilateration)

To compliment our existing radar surveillance coverage we have installed ground sensors and have Commenced the testing of WAM in a portion of airspace which is boarded by 5 different sectors, three being different ANSPs.

This area has mountainous terrian and when fully implemented will enhance safety in this congested airspace.

The plan is to roll out WAM in other portions of the South African airspace to compliment the existing radar and ADS-B surveilance.

2.6 ATM Contingency plan.

The South African ATM contingency plan is updated in line with SAT Doc 002.

3. **Action by the Meeting**

3.1 The meeting is invited to:

- a) Note the information provided; and
- b) Provide direction as deemed necessary.

— END —