



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**

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**Agenda Item 2: States/ANSP updates**

**Atlântico FIR Updates**

*(Presented by BRAZIL)*

**SUMMARY**

This Paper presents statistical data and performance indicators collected within the Atlântico FIR. The scope includes a comparative analysis of traffic movements against forecasts, as well as an assessment of fleet compliance with PBCS requirements.

Action by the Meeting is in paragraph 3.

*Strategic  
goals*

A-Every Flight is safe and secure  
C- Aviation Delivers Seamless, Accessible, and Reliable  
Mobility for All

**1. INTRODUCTION**

1.1 This Information Paper provides an overview of the operational status and performance trends within the Atlântico FIR (SBAO). The analysis highlights traffic growth consistently exceeding forecasts, as well as the sustained reliability of CPDLC clearance approvals.

**2. DISCUSSION**

*Traffic Movements – Growth Forecasts*

2.1 The charts below provide an overview of traffic growth in 2025 compared with 2024.

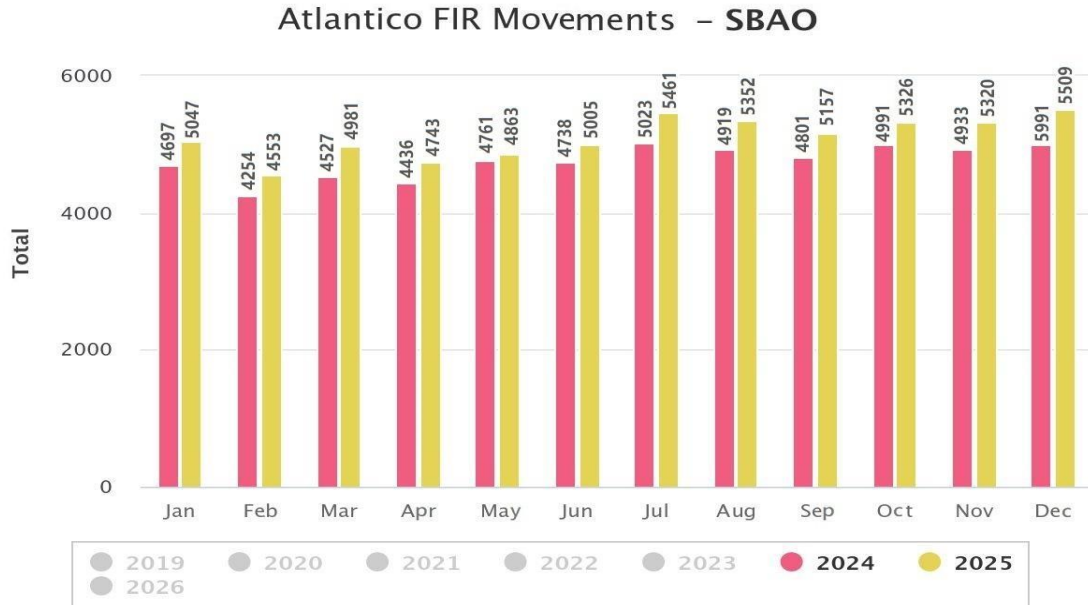


Figure 1. Graph Figure 1. SBAO Movement per month

2.2 Between January and December 2025, the Atlântico FIR recorded a total of 61,317 movements, compared with 56,872 movements in 2024, corresponding to an annual growth of approximately 7.8%. The upward trend remained stable across all months, confirming sustained traffic expansion in SBAO during 2025.

2.3 When compared with the projections presented in Figure 3 (Five-Year Forecast 2026–2030 – Atlântico FIR (SBAO)), the 2025 result of 61,317 movements establishes a solid baseline for 2026, with the first projected year ranging from 63,029 (pessimistic) to 66,095 (optimistic), with 64,562 as the most likely scenario. The observed performance, therefore, confirms a sustained growth trajectory.

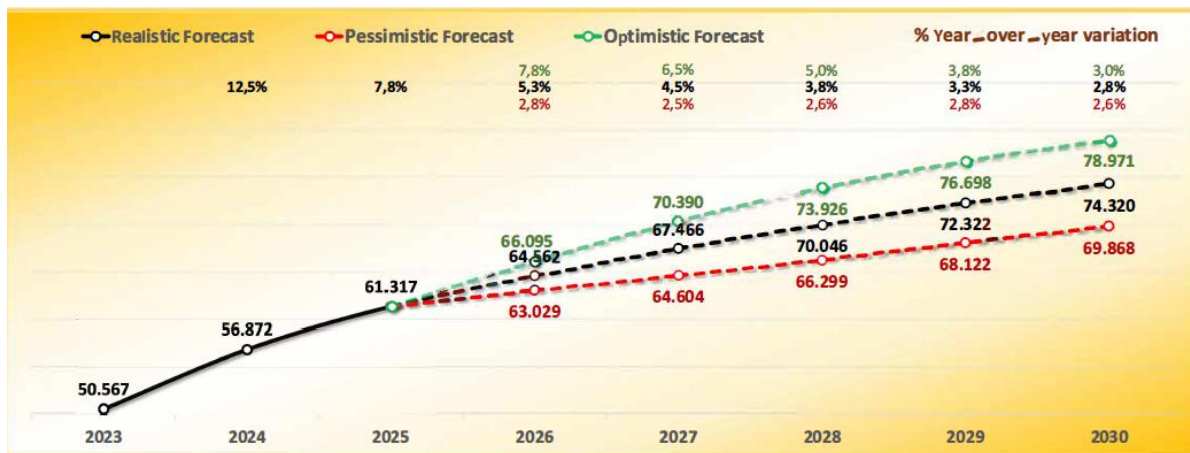


Figure 2. Five-Year Forecast (2026–2030) – Atlântico FIR (SBAO)

2.4 The realistic forecast projects moderate annual growth, gradually stabilizing at approximately 3–4% per year by the end of the period. The optimistic scenario indicates sustained higher growth momentum, while the pessimistic scenario reflects a more conservative traffic evolution.

2.5 All three scenarios indicate continued traffic growth up to 2030.

### *SBAO PBCS Capacity*

2.6 As illustrated in Figure 3, between September and November 2025, the Brazilian Oceanic Atlântico FIR (SBAO) recorded 9,391 flights within the filtered dataset used for PBCS monitoring. Of these, 7,372 flights (approximately 78.5%) reported combined RNP 10 navigation capability together with RCP 240 and RSP 180 communication and surveillance performance.

2.7 Within this subset, 7,168 flights (approximately 76.3%) also declared RNP 4 capability, indicating that a significant proportion of aircraft operating in the region are equipped to support the application of reduced separation minima associated with PBCS operations.

2.8 These figures demonstrate an elevated level of aircraft equipage within the EUR–SAM corridor in the Atlântico FIR, supporting the operational feasibility of implementing PBCS monitoring and performance-based separation in accordance with ICAO Doc 9869.

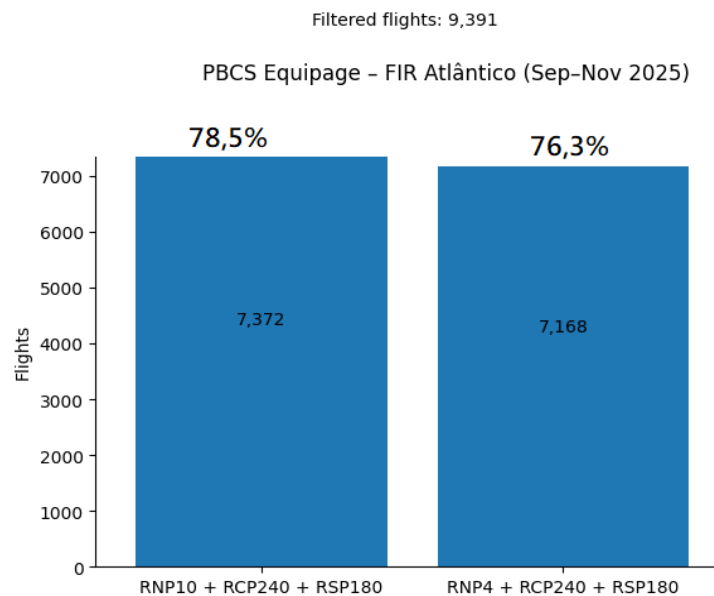


Figure 3. FIR SBAO Fleet PBCS Capacity

### *AIDC*

2.9 Brazil is currently implementing the necessary adjustments to AIDC requirements to enable coordination with Dakar, with system updates planned in line with the implementation of PBCS.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information presented; and
- b) provide directions as deemed necessary.