



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 5: SAT SOG Project Teams update

5.a) SAT RMA HS PT

**SAT SOG Regional Monitoring Agency Harmonization and Standardization Project Team
(SAT SOG RMA H/S PT) Report to the SOG**

(Presented by the SAT RMA HS PT Chairperson)

SUMMARY	
<p>The purpose of this paper is to provide an update on the workplan and achievements of the SAT SOG RMA H/S PT. Strategic Objective: Assess and harmonize the current procedures and methods of the three RMAs who are responsible for provision of monitoring services in the SAT Area</p>	
<i>Strategic goals</i>	<p><i>A-Every Flight is safe and secure</i></p> <p><i>C- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</i></p>

1. INTRODUCTION

1.1. During the first meeting of the South Atlantic Safety Oversight Group (SAT SOG), it was agreed that a dedicated project team should be established to focus on the following objectives:

- a) Harmonized SAT RMA Data Practices - Conduct a feasibility study consisting of a detailed analysis of the current state of data collection, processing, and dissemination among the three RMAs.
- b) Harmonized SAT RMA Processes - Identify differences in the current processes employed by SAT RMAs and propose solutions to harmonize and standardize procedures where needed.
- c) Centralized Database Feasibility Study - Assess the feasibility of implementing a centralized SAT RMA database for collection of LHDs, LLDs, and LLEs.
- d) Standardized Collision Risk Methodology - Adopt standardized collision risk assessment methodology to ensure consistent and accurate assessment of risk in the SAT Area.

- e) SAT Area Delineation Input - Provide input to determination of SAT geographical area from a safety assessment perspective.

1.2. Consequently, in March 2023, the SAT SOG Regional Monitoring Agency Harmonization/Standardization Project Team (SAT SOG RMA H/S PT) was established to assess the current procedures and methods of three RMAs who are responsible for provision of monitoring services in the SAT Area and support delimitation of the SAT Area.

1.3. This paper provides a summary of the activities of the RMA H/S PT since SAT SOG/06.

2. BACKGROUND

2.1. Considering the above objectives, the Project Team identified a set of recommended deliverables, shown in table 1.

#	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)	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 version in progress
3	Know Your Airspace Analysis 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 recommended 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)	As needed	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

Table 1. SAT SOG RMA HSPT Recommended Deliverables

2.2. The project team held two meetings since SAT SOG/06. The eleventh meeting of the SAT RMA HS PT was held on 22 January 2026 with a follow-up meeting held in February. The meeting welcomed several new members representing the ARMA, CARSAMMA, and SATMA RMAs. The updated list of project team members is provided as **Appendix A**. The meeting agenda, project timeline, and discussion items are provided as **Appendix B** (presentation, as a separate file).

3. DISCUSSION

3.1. During SAT SOG/06, collision risk analysis and large height deviation data were presented by the SAT RMAs and the meeting noted differences, such as traffic counts, number of LHDs, and collision risk estimates, included in the reports. This disparity also led to discussions regarding the collision risk methodology employed by the RMAs and the meeting questioned whether the SAT RMAs were using the same method to perform their calculations.

3.2. It was clarified that RMAs have been designated areas of responsibility by flight information region (FIR). The differences in the data sets exist because the RMAs are reporting on their specific areas of responsibility within the SAT Area. It was also clarified that the RMAs are applying consistent collision risk methodology.

3.3. Noting the above, it was recognized and agreed that one single collision risk estimate should be produced for portions of the SAT Area with similar airspace characteristics, such as the EURSAM Corridor.

3.4. It was also agreed that a coordination mechanism as well as consolidated data collection practices should be established among the SAT RMAs.

3.5. To support development of a collaborative approach to producing a unified safety assessment for the EURSAM Corridor and the remaining SAT Area, the project team focused on progressing deliverable #2 - Standardized SAT-specific traffic sample data collection template. Details regarding work performed under this initiative are provided in Appendix B.

3.6. *SAT Area airspace designations (portions of the SAT Area identified as having similar airspace characteristics for collision risk and safety assessment purposes)*

3.6.1. Currently, the EURSAM Corridor, which encompasses multiple FIRs, has been designated as a portion of the SAT Area with similar operational characteristics. The remaining portion of the SAT Area is under evaluation.

3.6.2. In November 2023, the project team conducted an initial Know Your Airspace (KYA) analysis, a detailed examination of the operational structure and use of the airspace in which the delineation of the SAT Area is planned to take place. The purpose of the study is to provide analysts and airspace planners with information pertaining to the operators, aircraft, and traffic characteristics observed in the Area. This analysis will also provide the basis for evaluating key parameters used in the collision risk model and to support identification of areas that require enhanced monitoring, determine the type of monitoring needed, develop an implementation plan, and monitor and evaluate the effectiveness of the measures that have been implemented.

3.6.3. When this study is complete, the other portions of the SAT Area with similar airspace characteristics will be identified. Completion of the KYA is dependent on delineation.

3.7. *RMA support to the Performance Based Communication and Surveillance (PBCS) monitoring program*

3.7.1. During SAT SOG/06, the topic of RMA support to the PBCS monitoring program and implementation was raised. During SAT RMA H/S PT/11, the roll of the RMA with respect to PBCS was reviewed and clarified. Details regarding this topic are also provided in Appendix B.

3.7.2. Under this topic, review of the RMA role with respect to collecting large lateral deviations (LLDs) and large longitudinal errors (LLEs) was assessed and discussed and the following was noted:

3.7.3. As prescribed by Annex 11 and ICAO Doc 4444, ANSPs are responsible for performing pre-implementation and post-implementation safety assessments.

3.7.4. With respect to implanting PBCS and applicable reduced separations, assessment of LLDs and LLEs is a necessary component of horizontal-plane collision risk modeling.

3.7.5. RMAs are responsible for performing assessments of airspace operations applicable to the vertical dimension within the RVSM flight level stratum.

3.7.6. 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.

3.7.7. It is recommended that:

- a) If it is agreed that the SAT RMAs will collect and assess LLDs and LLEs, then their TORs should be amended by the appropriate PIRG; and
- b) Mechanisms be established to begin collecting LLDs and LLEs as soon as practical

4. ACTION BY THE MEETING

- a) The meeting is invited to note the information contained in this paper; and
- b) Review the recommendations included in para. 3.7.7

--END--

Appendix A

SAT SOG RMA Harmonization and Standardization Project Team Members

Name	RMA or Organization	email
Christine Falk (Chairperson)	United States/FAA	Christine.Falk@faa.gov
José Perez	United States/FAA	Jose.Perez@faa.gov
Holly King	United States/FAA	holly.a.king@faa.gov
Stephanie Beritsky	United States/FAA support	Stephanie.L-CTR.Beritsky@faa.gov
ARMA General	ARMA	afirma@atns.co.za
Nqaba Ndebele	ARMA	NqabaN@atns.co.za
Peter Thabang Mathabatha	ARMA	armad@atns.co.za
Thendo Netshivhazwaulu	ARMA	Thendon@atns.co.za
Maokane Hb. Manala	ARMA	MaokaneM@atns.co.za
Charlene Roberta da Silva Moreira Aieta - Capitão	CARSAMMA	charlenecrsma@cgna.decea.mil.br
Virginia Thaís Guedes Mignoni Evaristo	CARSAMMA	mignonivtgme@decea.mil.br
Luiz Henrique Barreto de Moura Costa Freitas	CARSAMMA	barretolhbmc@cgna.decea.mil.br
Ricardo Dantas Rocha	CARSAMMA	ricardordr@cgna.decea.mil.br
Alexander Dorta Fumero	SATMA	Alexander.dorta@ineco.com
Eduardo J. Ortuño Villapalos	SATMA	EJOrtuno@enaire.es
Nohelys Mujica	SATMA	nmujica@enaire.es
SATMA	SATMA	SATMA@enaire.es

Appendix B

**Meeting Agenda, Project Timeline, and Discussion Items Pertaining to the Eleventh Meeting
of the SAT SOG RMA Harmonization and Standardization Project Team**

(Provided as a separate document)