



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.c) SAT Scrutiny Group discussions

THE SOUTH ATLANTIC AIRSPACE SCRUTINY ACTIVITIES

(Presented by Brazil)

SUMMARY	
<p>This working paper presents the challenges and alternatives for establishing the South Atlantic Airspace scrutiny activities flow within the South Atlantic Safety Oversight Group (SAT SOG), highlighting some initial actions to enable the implementation of an initial data analysis workflow.</p>	
<p>Action by the Meeting is in paragraph 3.</p>	
<i>Strategic goals</i>	<p>A-Every Flight is safe and secure</p> <p>C- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</p>

1 INTRODUCTION

1.1 The Group for the Continued Improvement of Air Traffic Services over the South Atlantic (SAT) structure was redesigned, creating a SAT Steering Group and two subgroups: one responsible for implementation management (SAT IMG) and the other for safety oversight (SAT SOG).

1.2 The SAT Handbook establishes that the SAT SOG is responsible to the SAT SG for:

- a) *monitoring safety management of air traffic service provision in the SAT Region and encouraging adoption of best practices;*
- b) *ensuring the availability and correct categorization of SAT Region reported occurrences for the purposes of mathematical analysis and other safety management activities; and*
- c) *providing statistical data and advice related to the monitoring of safety assessment and any other related tasks.*

1.3 From its inception, the implementation of scrutiny activities for the SAT Area has been a key topic of discussion within the SAT SOG. Considering that SAT RMAs already analyze all occurrences within the SAT airspace and collect and validate data related to safety incidents — such as large height deviations (LHDs) and, when feasible, lateral deviations and longitudinal loss of separation— the SAT scrutiny activities, conducted under the SAT SOG umbrella, should follow a different methodology.

1.4 This matter was revisited during the last meeting, where it was decided that Brazil would coordinate this task in order to explore possible alternatives for developing an action plan to advance the South Atlantic Airspace scrutiny activities flow within the SAT SOG.

2. DISCUSSION

2.1 During the SAT SOG/06, the meeting reviewed existing scrutiny models (NAT SG and CAR/SAM GTE) to identify best practices and challenges. It was also recognized that SAT RMAs already perform occurrence analysis, meaning SAT SOG should focus on regional trend review and performance monitoring, rather than duplicating RMA-level scrutiny. This is because the regional scrutiny group has made its initial determinations, and the data is ready to be submitted for review and for the identification of performance trends.

2.2 Following the redesign of the SAT governance structure, the SAT SOG is tasked with monitoring ATS safety performance, ensuring the availability and categorization of safety occurrence data, and providing statistical analysis and safety advice to the SAT Steering Group. Despite these responsibilities, the implementation of regional scrutiny activities has remained a challenge since the SAT SOG’s inception.

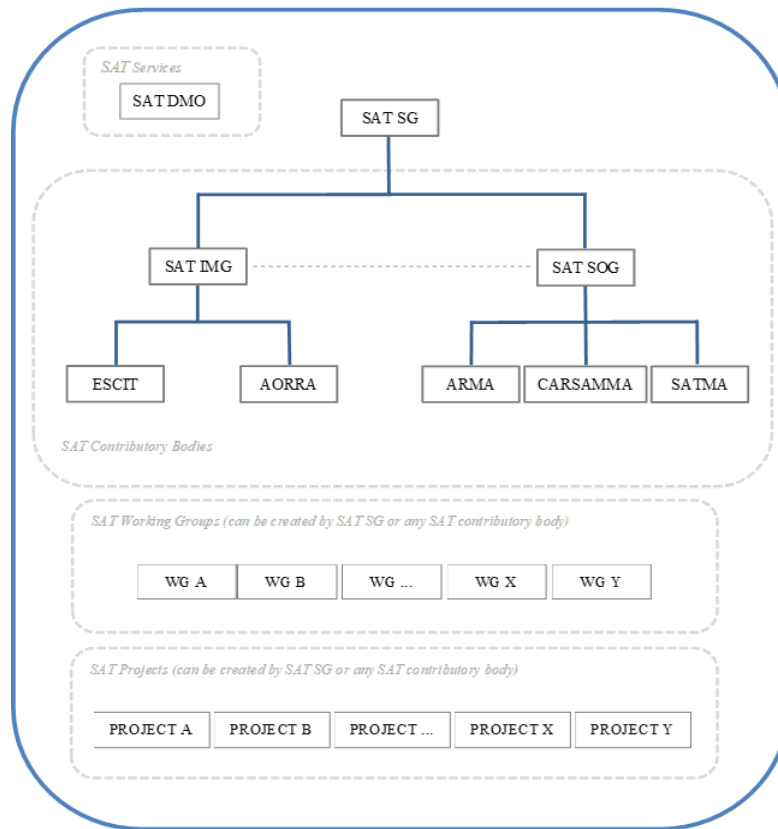


Figure 1 - The new SAT organizational chart

2.3 In this scenario, if any adverse trends are identified in the SAT Region, the SAT SOG may make recommendations either to air traffic service providers, pilots or regulatory authorities to reduce or mitigate the impact of these trends. These findings will be compiled by the SAT SOG and incorporated into publications such as the Annual Safety Report (SAT ASR), among others.

2.4 During this analysis, the SAT SOG identified key challenges, including data gaps in the AFI Region, where a scrutiny group has been established with a mandate that expands to portions of AFI FIRs within the SAT Region. It also includes the need for stronger analytical support from RMAs to SAT SOG, and emphasizes the need for standardized data collection, harmonized processes among RMAs, and closer coordination with the ICAO Regional Offices in line with ICAO Doc 9937.

2.5 As a result of the discussions during the last meeting, it was recommended to increase standardization among data collection methods to facilitate consistent analyses and the identification of performance trends when this information is presented regularly at SAT SOG meetings. An action item was adopted (**Action SOG06-02**):

- a) *the SAT RMAs (ARMA, CARSAMMA, SATMA) to provide information and analysis obtained from their respective scrutiny groups for presentation at the SAT SOG/07 meeting; and*
- b) *Secretariat to assist the work in progress and maintain communication with concerned SAT states, members, agencies and stakeholders.*

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information provided in this working paper;
- b) support the SAT RMAs (ARMA, CARSAMMA, SATMA) in providing information and analysis obtained from their respective scrutiny groups for presentation at the SAT SOG/08 meeting; and
- c) provide direction as deemed necessary.

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