



ICAO

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

Dakar, 6-10 April 2026

Agenda Item 7: SAT Documentation

SAT DOC 002 CONTINGENCY PLAN PROPOSAL FOR AMENDMENT

(Presented by ASECNA)

SUMMARY	
<p>This working paper presents identified deficiencies in the current contingency route network structure within the South Atlantic (SAT) area, based on operational experience and feedback from States and ANSPs. It highlights the operational impact of these shortcomings, particularly within the EUR/SAM corridor, and proposes corrective actions, including the redesign of contingency routes and the establishment of a contingency link between Cayenne FIR and Dakar Oceanic FIR.</p> <p>A Proposal for Amendment (PfA) to the 2nd edition of SAT Doc 002 is provided in enclosed Appendix A.</p> <p>It concerns the following sections of the document:</p> <ul style="list-style-type: none"> • RECORD OF AMENDMENTS • AMENDMENTS, and • CONTINGENCY ATS ROUTES OF THE EUR-SAM CORRIDOR <p>Action by the Meeting at paragraph 3.</p>	
Reference	<ul style="list-style-type: none"> - SAT Doc 002 – 2nd Edition - SAT IMG/06 SoD – Action ID # 06-03 - ICAO Doc 9426 and Annex 11
Strategic goals	<ul style="list-style-type: none"> A- Every Flight is safe and secure C- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All

1. Introduction

1.1 By SAT IMG Decision 01/06 a Project Team was established to review and propose amendments to the ATM Operational Contingency Plan for the South Atlantic (SAT), verify the accuracy of information specific to each SAT FIR, and publish the SAT Contingency Plan as a new edition of SAT Doc 002.

1.2 The work resulted in the publication of the first approved edition, followed by the current edition (2nd Edition) of SAT Doc 002. The document provides SAT States and airspace users with general guidance on procedures to be followed in the event of ATS service disruptions within the SAT area.

1.3 Operational experience and feedback from States and ANSPs have highlighted the need to further refine certain sections, particularly the contingency route structure, which is essential for ensuring greater predictability and adaptability and safe coordination between ATS units.

1.4 Additionally, updates are required in the “Record of Amendments” and “Amendments sections to ensure better traceability of changes.

2. Discussion

Considerations on the amendment section of Doc 002 – contingency plan

2.1 It is noted that the current record of amendments of Doc 002 lacks sufficient detail for tracking future document revisions. To ensure robust traceability, we recommend enhancing the table regarding the record for amendments with additional information as proposed in the **appendix A** to this WP.

2.2 Furthermore, as this document serves as an operational guide for SAT member States, it is non-binding and does not require formal signatures from the parties involved. Accordingly, the update process should remain flexible and should not include message exchange via AFTN.

Evaluation of the Contingency Route Network Structure

2.3 The assessment of the current contingency route network, particularly in the EUR/SAM corridor airspace, and operational experience have revealed deficiencies requiring urgent corrective action.

2.4 These shortcomings have a direct impact on air traffic management, resulting in a significant increase in workload for both flight crews and controllers in adjacent ATSUs. Specifically, the current configuration requires:

- upstream ATSU to reorganize traffic in accordance with the contingency flight levels (FLs);
- downstream ATSU to restore aircraft to their initial or normal flight levels.

2.5 This dual adjustment not only generates operational complexity but also increases the risk of coordination errors and may lead to potential conflicts. Furthermore, it results in **suboptimal flight profiles**, negatively affecting fuel efficiency, flight duration, and overall operational performance. Such limitations are inconsistent with ICAO’s principles of safety, efficiency, and environmental responsibility.

2.6 In addition, the evaluation highlighted the **absence of a contingency route linking Cayenne FIR to Dakar oceanic FIR** in the event of a disruption affecting Dakar oceanic airspace. This gap undermines regional connectivity and does not favor continuity of services across interconnected SAT FIRs.

Proposed Corrective Actions to the Contingency Route Network Structure

2.7 To address these deficiencies, it is proposed to:

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- Redesign contingency routes to reduce repetitive flight level changes and support more efficient flight profiles, minimizing deviations from optimal,
 - Coordinate the establishment and publication of contingency route (s) linking Cayenne FIR to Dakar Oceanic FIR to guarantee continuity of services in case of Dakar airspace disruption.

2.8 A Proposal for Amendment to the current edition of SAT Doc 002 has been developed and is presented in Appendix A. This amendment specifically addresses the identified shortcomings, including the absence of a Cayenne–Dakar FIR contingency route, thereby reinforcing compliance with ICAO standards and enhancing operational resilience and connectivity.

2.9 Also, it is essential to raise awareness among SAT Member States regarding the importance of updating their contingency plans in full compliance with the procedures established under the SAT Contingency Plan (Doc 002). This initiative is designed not only to ensure the harmonization of practices in disruption management but also to significantly enhance overall safety.

3. Action by the Meeting

3.1 The meeting is invited to:

- a) note the information provided in this working paper;
- b) approve the Proposal for Amendments (PfA) of SAT Doc 002 provided in Appendix A;
- c) urge SAT States to update their national contingency plans in alignment with the procedures outlined in SAT Doc 002, and to revise their Letters of Agreement (LoAs) accordingly.
- d) provide directions as deemed necessary.

*The following Appendix **is** provided with this working paper:*

APPENDIX A: Proposal for Amendment (PfA) of SAT ATM Contingency Plan - Doc 002

Legend:

- Text in red color is to be added
 - Crossed Text is to be removed
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APPENDIX A: Proposal for Amendment (PfA) of SAT ATM Contingency Plan - Doc 002

4 RECORD OF AMENDMENTS

Amdt. Number	Effective Date	Details
1st Ed.	08 February 24	<i>Approved by SAT-IMG Decision 03-7</i>
2 nd Ed.	29 November 2024	<i>Approved by SAT-IMG Decision 04-6</i>

Amdt. No.	Effective date	Affected Section	Summary of change	Approved by
1st Ed.	08 February 24			<i>SAT-IMG Decision 03-7</i>
2nd Ed.	29 November 2024			<i>SAT-IMG Decision 04-6</i>

CONTINGENCY SITUATIONS AFFECTING ACC FACILITIES WITHIN THE SOUTH ATLANTIC OCEANIC FLIGHT INFORMATION REGIONS

1. PREAMBLE

- 1.1 The objective of this ATM Contingency Plan is to specify co-ordination procedures between the SAT States. The signatories undertake that the procedures contained herein shall remain in force from the effective date. Amendments shall follow the procedures described in paragraph 3 below. This ATM Contingency Plan supersedes and cancels any existing SAT ATM Contingency Plans from the effective date.

2. EFFECTIVE DATE

- 2.1 The provisions in this ATM Contingency Plan shall enter into force from 08 February 2024 onwards.

3. AMENDMENTS

- 3.1 **Any state or organization participating in this ATM contingency plan may propose amendments to the text.** Any change to this ~~ATM Contingency~~ Plan, including its cancellation or replacement, requires the consent of the SAT States concerned. This applies to the substance of the change as well as to its date of applicability. Any change shall be made either in the context of meeting between the SAT States, or by exchange of correspondence. ~~; or by exchange of AFTN messages, with acknowledgment by all signatories.~~
- 3.2 Whilst temporary deviations from these procedures may be agreed between the SAT States supervisors concerned, permanent amendments to this document shall be effective only in the form of a written amendment duly ~~signed by authorized representatives.~~ **approved by Implementation Management Group (SAT-IMG) with final endorsement from the SAT Steering Group (SAT-SG).**

PART 2. CONTINGENCY PROCEDURES WITHIN THE EUR-SAM CORRIDOR

The procedures described below are applicable in case of a total ATC services failure.

2.1 CONTINGENCY ATS ROUTES OF THE EUR-SAM CORRIDOR

2.1.1 In the event of an ATS contingency situation of one specific ACC of the EUR-SAM Corridor, the air traffic will be allocated with the restricted use of flight levels and routes directionality as it is described hereafter. The operational procedures applicable between the ACC in contingency and its collateral at the moment that the contingency situation begins will be specified in the contingency annex to the LoA’s between both ACC’s. This contingency annex must be in accordance with these general procedures.

2.1.2 Southbound and Northbound

2.2.2.1 Aircraft from Europe via Canarias (Spain) / Sal Oceanic (Cape Verde) / Dakar Oceanic (Senegal) and Atlántico (Brazil) Flight Information Regions to South America will be guided through the ATS route network of the FIR, according to the following:

	ROUTE	ROUTE DESCRIPTION	FLAS	REMARKS
a	UN741 (unidirectional SOUTH bound)	NELSO – ROSTA – NORED – EDUMO – GAMBA – KEPAS - PINRU – NANIK – DIKEB – PUNON – CARVE – JOBER	All Flight Levels, except FL310 and FL320	UN741 continues to be a uni- directional route SOUTH bound .
b	UN866 (Bidirectional)	ARTIG – SAKSI – OBKUT – DEKON – BUXON – NELTO – AMDOL – IRANI – TENPA – USOTI – APASO – ORVEK – GOMER – BRICK – GURKA – KONBA – OSDIV – KUBIL – BEXAL	All Flight Levels, except FL310 and FL320	UN866 to be uni-directional route NORTH bound only during contingency situations SOUTH bound: all Even Flight Levels accepted, except FL320. NORTH bound: all Odd Flight Levels accepted, except FL310
c	UN873 (Bidirectional)	BAROK – BENTU – ABITIR – MITLA – SAMAR – GDV – LOMAS - ODEGI – UDATI – LIMAL – ISOKA – IPERA – PISPU – CVS – POMAT – SADBA – ASEBA – TASIL – ORARO – SALPU – INTOL – VUNOK	All Flight Levels, except FL310 and FL320	UN873 to be a uni-directional route SOUTH bound only during contingency situations. SOUTH bound: all Even Flight Levels accepted, except FL320. NORTH bound: all Odd Flight Levels accepted, except FL310

	UN857 (Bidirectional)	UTRAM – NEURA – PUGUN – KOPDU – ERETU – GAKAS – DELAX – BOTNO – OPADU – UGAMA – GUNET – ETIBA – BIPET – DEREV – LZR – TERTO – VEDOD – TOVRA – ERMED – IBALU – ABODA – KORNO	All Flight Levels, except FL310 and FL320	UN857 to be a uni-directional route NORTH bound only during contingency situations. SOUTH bound: all Even Flight Levels accepted, except FL320. NORTH bound: all Odd Flight Levels accepted, except FL310
e	UL206	BUGAT – KUGRO – ARUNU – BUTAP – KODOS – TULUP	All Flight Levels, except FL310 and FL320 (reserved for crossing traffic)	SOUTH bound: all Even Flight Levels accepted, except FL320. NORTH bound: all Odd Flight Levels accepted, except FL310

2.2.2.2 Aircraft going to/from Dakar FIR from/to Cayenne FIR will be guided through this specific bi-directional route according to the following:

DIRECTION	ROUTE	ROUTE DESCRIPTION	FLAS
Bi-directional	ROUTE	MAVKO – GOGSO – NATAS - ERNEK (to be completed as necessary with adjacent FIRs)	SOUTH bound: all Even Flight Levels accepted, except FL320. NORTH bound: all Odd Flight Levels accepted, except FL310

— END —