



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Ninth Meeting of the AASPG Infrastructure and Information Management Sub-Group (IIM/SG9)

Dakar, Senegal, from 3 to 7 August 2026.

Agenda Item 3: Achievements in Infrastructure and Information Management

3.6. Other Air Navigation initiatives

WP3.6H Update in the South Atlantic Area

Presented by Secretariat

SUMMARY
This paper provides updates on the developments in safety oversight and implementation matters in the South Atlantic area (SAT) highlighting achievements, ongoing activities and key issues to be brought to the attention of IIM/SG9. The action by the Meeting is in paragraph 3.
REFERENCES
• AASPG Procedural Handbook • SAT Handbook • Report of SAT SG 3 • Reports of SAT IMG/6 & 7 and SAT SOG/6 & 7
Related ICAO Strategic Goal(s):
<i>A - Every Flight is Safe and Secure</i> <i>C - Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</i>

1 INTRODUCTION

- 1.1** The Group of the Improvement of Air Traffic Services over the South Atlantic (SAT) is a technical group established by recommendation 5/11 of AFI RAN/7 with a membership from ICAO Contracting States in charge of Air Traffic Services provision over the South Atlantic, associated Air Navigation Service Providers and the International Air Transport Association (IATA). Member States are Angola, Argentina, Brazil, Cabo Verde, Cote d'Ivoire, France, Ghana, Morocco, Namibia, Portugal, Senegal, South Africa, Spain, Trinidad and Tobago and Uruguay.

- 1.2** The structure of the SAT Group includes three main bodies, an administrative group, the SAT Steering Group (SAT SG) and two working groups, i.e. the SAT implementation management group (SAT IMG) and the SAT safety oversight group (SAT SOG). Several Technical working Groups and Project Teams are established under each body to plan and implement the Decisions of the SAT SG as well as recommendations from various PIRGs with interest on the SAT business.
- 1.3** The SAT Handbook Section 4.3 and 4.5 states that the AFI Aviation System Planning and Implementation Group (AASPG) and all user States should be kept informed of new developments as well as the identification and resolution of air navigation deficiencies in the SAT area.
- 1.4** Since IIM/SG8, several activities have been conducted in the SAT including meetings of the contributory bodies as well as activities of established Technical Working Groups and Project Teams with significant achievements as well as some key issues raised that should be brought to the attention of AASPG.

2 DISCUSSIONS

2.1. SAT Steering Group

- 2.1.1 Activities of the SAT SG included two meetings, both conducted virtually.

SAT SG Third Meeting (SAT SG/3)

- The third Meeting was held virtually from 8 to 10 December 2026;
- The Meeting discuss items concerning progress in the implementation of ATS improvement in the SAT, activities of the SAT contributory bodies namely the SAT Implementation Management Group (IMG) and the SAT Safety Oversight Group (SOG), the governance framework of the SAT as well as future activities of SAT bodies.
- Key outcomes of the meeting included:
 - a) Endorsement of SAT IMG and SAT SOG activities reports.
 - b) Endorsement of elections of the chairpersons of SAT IMG and SAT SOG.
 - c) Endorsement of the new SAT IMG CNS Technical Working Group.
 - d) Endorsement of a fast-track approval procedures of operational documentation of the SAT.

SAT SG Extraordinary Meeting (SAG SG EO)

- The SAT SG's extraordinary Meeting was held virtually on 18 June 2026.
- The Meeting reviewed and adopted the second edition of the SAT procedural handbook (SAT Doc001 Ed2.).

2.1.2 Upcoming SAT SG events

- Election of the chairpersons of the SAT SG schedule at its next ordinary session.
- SAT SG/4 scheduled from 7 to 9 December 2026. The venue will be confirmed as soon as possible.

2.2. SAT IMG

2.2.1. Activities of SAT IMG included the conduct of 6th and 7th meetings in virtual mode and in Dakar, Senegal, respectively as well as activities of ESCIT which is its technical working group dealing with ATS improvement in the EUR/SAM corridor airspace of the SAT area.

2.2.2. Key outcomes of both sessions included:

(a) *Traffic trends*: It was noted that an average 7.2% increase in traffic in the SAT area was recorded in 2025 as compared to 2024. This figure includes an increase of 15% in the EURSAM Corridor.

(b) *Traffic forecast*: In compliance with SAT SG/2 decision, the SAT Monitoring Agency (SATMA) provided traffic forecast for the whole SAT Area which foresees an increase of 7.2% in (2026), 8.0% in (2028) and 5.3% in (2030).

(c) *ATC improvement*:

- SAT PBCS implementation phase I is scheduled for November 2026 in the EURSAM corridor.
- the SAT Atlantic Ocean Random Routing Area (AORRA) implementation Team (AOIT) was reinstated to cater for implementation matters in the AORRA portion of the SAT area.
- Endorsement of the second edition of the SAT Contingency plan (SAT Doc002).
- the SAT contingency Technical Team (SCTT) was established to coordinate the harmonized planning and implementation of SAT FIRs contingency plans.

(d) *Automated coordination*: AIDC implementation has progressed in the whole SAT with effective connection between Abidjan/Accra, Abidjan/Dakar and satisfactory progress noted in AIDC establishment between Atlantico/Dakar, Dakar/Sal.

2.3. SAT SOG

2.3.1 Activities of SAT SOG included the conduct of 6th and 7th meetings in virtual mode and in Dakar, Senegal, respectively as well as activities of its Project Teams such as the RMA Harmonization and Standardization Project, the SAT Delineation Project, Annual Safety project as well as the collision risk assessment (CRA) in the SAT. The report of the first Meeting of the AFI ATS Event Analysis Group (AEAG/1) was also presented. Key outcomes included:

- (a) Call for SAT FIRs to timely provide the requested delineation information to enable the finalization of the SAT delineation project.
- (b) Call for AEAG to continue support to SATMA with safety events trend and causes analysis to improve CRA in the entire SAT area.
- (c) The CRA in the EURSAM corridor was calculated at $3.62E^{-10}$ against the target level of safety of $5.00E^{-9}$ which indicates that the safety target was met in 2025.
- (d) Stable trend in LHD in EURSAM corridor with 23 recorded in 2025 and the main contributing factors remaining coordination failure/deficiencies.

2.2.2 Challenges in the SAT

- (a) Low provision of data by States to enable completion of some key projects such as the SAT area delineation, SAT traffic forecast, etc.

- (b) Deficient coordination between some ATS units due to issues with the CAFSAT network and delayed implementation of AIDC.
- (c) Insufficient resource mobilization for SAT projects.
- (d) Scarcity in opportunity for physical Meetings due to lack of volunteering States to host.

3 ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) take note of the information provided in this working paper;
- b) encourage States in the SAT to further commit to SAT matters; and
- c) call on AASPG to foster resource mobilization for the effective implementation of SAT projects.

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