



SAT/14
WP/02
07/04/08

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC

Montevideo, Uruguay, 7 to 9 May 2008

Agenda Item 1: Air traffic management (ATM)

- 1.1 Follow up of SAT/13 and SAT/13/TF/1 Conclusions pertaining to the ATM field**
- 2.1 Follow up of SAT/13 Conclusions pertaining to the CNS field.**

STATUS OF IMPLEMENTATION OF CONCLUSIONS AND DECISIONS REMANATING FROM THE SAT/13/TF/1 MEETING

(Presented by the Secretariat)

Summary

This working paper presents the status of implementation of Conclusions and Decisions emanating from the SAT/13/TF/1 Meeting which was held in Cape Town, South Africa, from 21 to 23 February 2007.

1. Introduction

1.1 This working Paper presents the Conclusions and Decisions adopted by the SAT/13/TF/1 Meeting, which was held in Cape Town, South Africa, from 21 to 23 February 2007, and actions taken thereon by SAT Members and the Secretariat.

2. Action by the meeting

2.1 The Meeting is invited to review and comment on the implementation status of SAT/13/TF/1 Conclusions and Decisions as shown in **Appendix A** to this working paper.

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APPENDIX A

STATUS OF CONCLUSIONS AND DECISIONS RELATED TO SAT/13/TF/1 MEETING

Conclusions and Decisions	Implementation status	Remarks
<p>Conclusion SAT 13/TF1/01: Action plan to avoid the lack of flight plans That:</p> <ul style="list-style-type: none"> a) SAT ACCs experiencing the problem of missing flight plans continue to analyze and conduct investigations on the related contributing factors in real time, using the sample form at Appendix G to this report; and b) States explore their ATM system capabilities to accommodate automatic exchange of coordination messages. 		
<p>Conclusion SAT 13/ TF1/02: Collection of Large Height Deviation (LHD) and Lateral Deviation (LD) in the EUR/SAM corridor That</p> <ul style="list-style-type: none"> a) SATMA publish/post the Large Height Deviation (LHD) and Lateral Deviation (LD) data received from States in SATMA Website: www.satmasat.com for discussion at SAT meetings and to clarify codification for DATA PRESENTATION. Note 1) Nil Report delivered by State. Note 2) Report received, reflecting nil deviations b) SATMA contact Operators in EUR/SAM corridor regarding collection LHD and LD data. c) EUR/SAM States send to SATMA raw LHD and LD data directly by the 10th of each month, including when no deviations are recorded using and filling up exhaustively the Forms shown at Appendices G to this part of the report and Appendix 1C to SAT 13 report; and d) States and Organizations concerned should use the diagram and the descriptive codes for vertical errors contained in Appendix I to this part of the report when evaluating the time spent by an aircraft at an unexpected flight level (or altitude) for the purposes of informing SATMA e) ACCs exchange LHD with the adjacent ACCs involved for proper operational analysis, in addition to the national reporting systems. 		

<p>Conclusion SAT 13/TF/1/03: AIP Supplement on RNP10 and RVSM post-implementation procedures applicable in the EUR/SAM Corridor That those States which have not yet done so publish an AIP Supplement on RNP10 and RVSM operations post-implementation procedures applicable in the EUR/SAM Corridor, by the AIRAC date of 10th May 2007, for implementation by 5th July 2007, using as reference the specimen shown at Appendix H. to this part of the report.</p>		
<p>Conclusion SAT 13/TF/1/04: Implementation of AORRA airspace That: a) Angola to expedite the improvement of communications in Luanda oceanic FIR to meet the implementation of AORRA phase 1 by June 2007. b) States involved in phase 2 implement AORRA by no later than 31 December 2008; and c) States involved in phases 3 and 4 implement AORRA by no later than 31 December 2009</p>		
<p>Conclusion SAT 13/TF/1/05: Need for contingency arrangements aimed at upgrading the level of air safety in Luanda Oceanic FIR That, as a matter of urgency in the interest of the safety of international air navigation over the oceanic airspace, a) Applicable procedures for users' guidance when experiencing radio communications failure with Luanda ACC shall be published in the Angolan AIP. and b) The ICAO Regional Offices, Dakar and Nairobi be requested to facilitate the necessary arrangements between Angola and South Africa or any other neighbouring State in a position to provide assistance, with a view to improving the level of air safety in the short term within Luanda oceanic FIR.</p>		
<p>Conclusion SAT 13/TF/1/06: EUR/SAM Contingency Plan That Spain coordinates with other SAT States concerning the development of a comprehensive ATS Contingency Plan for the EUR/SAM Corridor in accordance with ICAO provisions in Annex 11 and Doc 9426, and present the result to SAT 14 meeting.</p>		
<p>Conclusion SAT 13/TF/1/07: Implementation of Atlantico/Luanda ATS/DS circuit That Angola, Brazil and South Africa consider the implementation of Atlantico/Luanda ATS/DS link via Johannesburg through CAFSAT/SADC interconnection.</p>		

<p>Conclusion SAT 13/TF/1/08: Implementation of Las Palmas/Nouadhibou and Las Palmas/Nouakchott ATS/DS links That AENA (Spain) and ASECNA explore ways and means of solving as soon as possible the ATS/DS deficiencies between Las Palmas and Nouakchott and between Las Palmas and Nouadhibou ATS units, based on the agreed principle of interconnecting AFISNET-CAFSAT as the optimal technical solution.</p>		
<p>Conclusion SAT 13/TF/1/09: Implementation of ADS/CPDLC plans by SAT States a) That SAT members be apprised of the various conclusions related to the need of an implementation/operational application of ADS/CPDLC in the SAT area by the end 2010 or before. b) Note; Canarias FIR, SAL Oceanic FIR, Dakar Oceanic FIR and Atlantico FIR (EUR/SAM Corridor), will take the appropriate measures aiming at full operational implementation by December 2008, in compliance with previous SAT conclusions.</p>		
<p>Conclusion SAT 13/TF/1/10: Implementation of ADS/CPDLC That the Regulators and the Air Navigation Service Providers (ANSPs) which have not done so expedite and harmonize implementation activities in order to gain early benefits of the ADS/CPDLC capabilities</p>		
<p>Conclusion SAT13/TF/1/11: Update of ADS/CPDLC Plan of Action That States should update their Plan of Action at Appendix F to this report and return to the Rapporteur by 30th May 2007 for presentation to SAT 14 Meeting.</p>		
<p>Conclusion SAT13/TF/1/12: Creation of Regional data base and Management of FANS Operational Manual (FOM) a) That a Regional data base be created and maintained, identifying FANS 1/A equipped aircraft. b) That management of the FOM to continue with focal point (South Africa)</p>		
<p>Conclusion SAT 13/TF/1/13: Participation of regulators and main airlines in SAT/FIT meetings That: a) In cases where the regulators are different than the air navigation service providers, SAT States should ensure participation of regulators in SAT/FIT meetings in order to have full commitment to the implementation activities; and b) Main airlines representatives should also participate in SAT/FIT meetings.</p>		

<p>Conclusion SAT 13/TF/1/14: Creation of Central FANS Reporting Agency (CFRA) That a Central FANS Reporting Agency (CFRA) be created. The purposes and funding of the CFRA will require further studies</p>		
<p>Conclusion SAT 13/TF/1/15: Development of terms of reference Central FANS Reporting Agency (CFRA) in the SAT REGION That ATNS develop terms of reference of the SAT CFRA taking cognizance of the Fans Operation Manual (FOM) and present to the next FIT meeting.</p>		
<p>Conclusion SAT 13/TF/1/16: Update of FOM a) That all current versions of the FOM are considered null and void. b) b) A new controlled version will be published by the Rapporteur by 10th March 2007 and will also be published in the ICAO Website. Any further amendment shall be approved by the FIT.</p>		
<p>Conclusion SAT 13/TF/1/17: Points of contact (POC) That members of the FIT nominate Points of contact (POCs) and provide their contact details and supply this information to the rapporteur of the FIT.</p>		
<p>Conclusion SAT13/TF/1/18: Procedures applicable to non-RVSM capable aircraft in the South Atlantic due to MASPS failure That, in view of situations where an aircraft might lose RVSM capability, in the oceanic airspace, due to equipment failure affecting MASPS, SAT States include in their respective letters of procedures the provision that a 2000 ft vertical separation from other aircraft shall be applied to that flight and that the aircraft be allowed to continue as per the filed flight plan until within range of its destination or suitable alternate before being required to clear RVSM designated airspace, taking into account restrictions published for specific airspace portions.</p>		
<p>Conclusion SAT 13/TF/1/19: AFI States' cooperation with ARMA in data collection That AFI States be requested to fully cooperate in providing AFI Regional Monitoring Agency (ARMA) with timely and exhaustive information in order for the RMA to perform its duties and responsibilities in an efficient and effective manner.</p>		
<p>Conclusion SAT 13/TF/1/20: Implementation of UN741 and UN866 as unidirectional routes. That the concerned SAT member States implement routes UN741 and UN866 as unidirectional routes on the AIRAC date of 5th July 2007.</p>		

<p>Conclusion SAT 13/TF/1/21: Operational Procedures for the implementation day of the double unidirectional routes UN741 and UN866 That the transitional procedure at attachment to this report shall be adopted by all concerned ACCs for implementation with Spain as co-ordinator of all the activities during the transition.</p>		
<p>Conclusion SAT 13/TF/1/22: AIC publication for the implementation of the unidirectional of UN741 and UN866 routes That Concerned States shall publish AIC for the implementation of the unidirectional of UN741 and UN866 routes on the AIRAC date of 10th May 2007 using the text attached at Appendix D to this report.</p>		
<p>Conclusion SAT 13/TF/1/23: NOTAM publication for the implementation of UN741 and UN866 as unidirectional routes That Concerned States publish a trigger NOTAM at least fourteen days before implementation, using the text attached at Appendix E to this report.</p>		
<p>Conclusion SAT 13/TF/1/24: Safety Plan for Transition day to the new route structure in EUR/SAM Corridor That States or ATM Providers (Cape Verde, Brazil, Senegal and ASECNA) nominate and forward to SATMA a contact person to handle SATMA transition safety plan tasks before the transition day, not later then 1st June 2007.</p>		
<p>Conclusion SAT 13/25 SARSAT/COSPAS SPOCs That the ICAO Regional Office, Dakar coordinate with SAT AFI States and Organizations concerning the updating of SARSAT-COSPAS points of contact addresses and forward the updated information to the SARSAT-COSPAS Mission Control Centre (MCC) located in Maspalomas, Spain.</p>		
<p>Decision SAT 13/01 Future work programme That the SAT Group work programme be amended as per Appendices 4A, 4B and 4C to SAT/13 report</p>		