



**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 4. Future work programme**

**TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE SAT  
GROUP (IAS/SG, ATM/WG AND CNS/WG)**

(Presented by Secretariat)

<b>Summary</b>
This working paper presents the Terms of Reference and the work Programme, of the SAT Group and respective IAS/SG, ATM/WG and CNS/WG
<b>Reference</b>
• SAT/13 Report

**1. Background**

1.1 The SAT Group revised its Terms of Reference and Work Programme during the SAT/13 Meeting (Spain, Canary Island, 24 - 27 April 2006) ) taking into account the different topics analyzed during the event.

**2. Discussion**

2.1 The SAT 13 meeting adopted SAT Group future work programme. In that sense the following decision was formulated:

**DECISION SAT13/25: FUTURE WORK PROGRAMME**

That the SAT Group work programme be amended as per Appendices 4A, and 4C to this report. (See **Appendix A-1 to A-3** to this working paper)

**3. Suggested action**

3.1 The meeting is invited to take note of the information provided in this working paper and to amend as necessary the Terms of Reference and Work Programme of the SAT Group and IAS/SG, ATM/WG and CNS/WG.

**APPENDIX A-1**

**TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE SAT  
ATM WORKING GROUP (ATM/WG)**

<ul style="list-style-type: none"> <li>• Considering the evolutionary implementation of CNS/ATM systems in areas of routing AR1/HA1 and AR2/HA8 <i>as defined in the Global Air Navigation Plan (ICAO Doc 9750)</i>, the Task Force should explore ways and means to achieve further enhancements in ATM capacity and aeronautical telecommunications, and to implement CNS/ATM elements taking into consideration the timescales agreed for these areas of routing. It will be guided by the requirements identified in the AFI and CAR/SAM CNS/ATM Implementation Plans.</li> <li>• <i>Note: The Task Force will adopt a pragmatic approach and may set up auxiliary bodies to carry out specific tasks, as necessary.</i></li> </ul>		
<b>WORK PROGRAMME</b>		
<b>TASK No.</b>	<b>SUBJECT</b>	<b>TARGET DATE</b>
1.	Analyze ATM deficiencies and make proposals for their elimination.	Continuous
2.	Monitor pre-implementation/post-implementation safety assessments (as applicable) for RVSM and RNP operations in the South Atlantic, including adjacent areas.	Continuous
3.	Study and evaluate RVSM, RNP/RNAV procedures applicable in the AFI/CAR/SAM and EUR/SAM Interface areas.	Continuous
4.	Monitor flight plan availability and propose appropriate corrective measures.	Continuous
5.	Oversee FANS 1/A system performance monitoring to ensure that the system continues to meet safety and interoperability requirements and that operations and procedures are working as specified.	Continuous
6.	Carry out studies on the establishment of a central reporting agency (CRA) and related institutional issues	SAT/14
7.	Harmonize ADS/CPDLC programmes developed by SAT States/FIRs and analyze cost-benefit aspects related to their implementation.	Continuous
8.	Maintain ADS/CPDLC operational guidance material updated.	Continuous
9.	Conduct studies related to the implementation of the Global ATM Operational Concept and other enabling concepts within the SAT area.	Continuous
10.	Continue studies related to the implementation of the AORRA airspace.	Continuous
<ul style="list-style-type: none"> <li>• <i>Note: The ATM/WG should take appropriate action on pressing issues and submit its proposal to the SAT/14 meeting.</i></li> </ul>		
<b>COMPOSITION</b>		
<ul style="list-style-type: none"> <li>• <i>The Task Force of multi-disciplinary nature shall comprise of experts from States responsible of FIRs in AFI and SAM routing areas AR1/AH2 and AR2/AH8 as defined in the Global Air Navigation Plan (ICAO Doc 9750), and experts from adjacent FIRs and international organizations.</i></li> <li>• <b>Rapporteur:</b> Spain</li> <li>• <i>Tasks Nos. 5, 6, 7 and 8 are assigned to the SAT established FANS-1/A Interoperability Team (FIT) with South Africa as Team Leader.</i></li> <li>• <b>Working arrangements:</b> <i>The ATM/WG should complete its work and submit its proposal to the SAT Group. The ATM/WG should work through electronic correspondence prior to meetings.</i></li> </ul>		

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**TERMS OF REFERENCE, WORKING PROGRAMME AND COMPOSITION OF THE SAT STUDY GROUP ON THE IMPROVEMENT OF THE AIRSPACE STRUCTURE IN THE EUR/SAM CORRIDOR (IAS/SG)**

<ul style="list-style-type: none"> <li>To develop a strategy for the short-term, mid-term and long term for the implementation of a new airspace structure in the EUR/SAM Corridor with the end to improve the capacity and efficiency of the operations and to meet users needs.</li> </ul>		
<b>WORK PROGRAMME</b>		
<b>TASK No.</b>	<b>SUBJECT</b>	<b>TARGET DATE</b>
1.	Analyze the current operational situation within the EUR/SAM Corridor taking into account statistics and users needs.	SAT/14
2.	Explore ways and means to restructure the EUR/SAM Corridor airspace	SAT/14
3.	Develop a short term plan using the current separation standards based on RNP10, including the implementation of new ATS routes.	SAT/14
4.	Analyze the advantages of introducing unidirectional ATS routes.	SAT/14
5.	Study the feasibility of implementing RNP4, using ADS/CPDLC functionalities.	SAT/14
6.	Continue studies to implement a random routing area, using ADS/CPDLC functionalities.	SAT/14
7.	Develop necessary cost benefit analysis for the different options.	SAT/14
8.	Establish means to develop the safety assessment for the different implementation options.	SAT/14
9.	Develop an action plan for the different implementation options.	SAT/14
<b>COMPOSITION</b>		
<ul style="list-style-type: none"> <li>Brazil, Cape Verde, France, Portugal, Senegal, Spain, Trinidad and Tobago, United States, ASECNA and IATA.</li> <li><b>Rapporteur:</b> Spain.</li> </ul>		
<ul style="list-style-type: none"> <li><b>Working arrangements:</b> The IAS/SG should take the appropriate action to complete its work and submit its proposals to the next meeting of the SAT Group. The IAS/SG should work through electronic correspondence prior to meetings.</li> </ul>		

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**TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE SAT CNS WORKING GROUP (CNS/WG)**

<ul style="list-style-type: none"> <li>• Considering the CAR/.SAM and AFI Air Navigation Plans, the SAT CNS/WG should explore ways and means of achieving further enhancements in ATM efficiency within in areas of routing AR1/HA1 AR-2/HA8 <i>as defined in the Global Air Navigation Plan (ICAO Doc 9750)</i>, by resorting to emerging technologies and, in particular, by taking advantage of rationalization, integration and harmonization of systems where appropriate.</li> <li>• Implementation of new systems should be sufficiently flexible to accommodate existing and future services in an evolutionary and cost-effective manner.</li> <li>• The associated institutional arrangements shall not inhibit competition among service providers complying with relevant ICAO Standards, Recommended Practices and Procedures.</li> </ul>		
<b>WORK PROGRAMME</b>		
<b>TASK No.</b>	<b>SUBJECT</b>	<b>TARGET DATE</b>
1.	Analyze CNS deficiencies and make proposals for their elimination.	Continuous
2.	Carry out, as required, studies on the use of existing VSAT networks potentialities to cater for aeronautical telecommunication requirements in the SAT area. Such studies should include coordination issues, service channel interfaces, monitoring and control, system architecture, new services, user interfaces and bandwidth monitoring.	Continuous
3.	Undertake investigations on the lack of flight plans, including individual cases, with emphasis on the aeronautical fixed telecommunication network (links, switching centres, routing directory and transit time statistics).	Continuous
4.	Carry studies and make proposals to achieve end-to-end interoperability of ATM applications, in accordance with the ATM global operational concept.	SAT/14
5.	Evaluate the feasibility of using existing or emerging digital VSAT networks (AFISNET, CAFSAT, REDDIG, SADC, etc.) to support ATS data link applications in an ATN environment.	SAT/14
6.	Considering the implementation time-frames in the AFI and SAM CNS/ATM implementation plans, address cost-benefit aspects for the use of CNS/ATM applications (as required).	Continuous
7.	In coordination with SAT ATM/WG, harmonize the technical aspects of ADS/CPDLC programmes developed by SAT States/FIRs and, in this connection, address issues such as use of common standards, transmission protocols, data formats, procedures, methods of work, etc.	SAT/14
<b>COMPOSITION</b>		
<ul style="list-style-type: none"> <li>• The CNS/WG being of multi-disciplinary nature shall comprise of experts from States responsible of FIRs in the area concerned, experts from adjacent FIRs and international organizations and the aeronautical industry.</li> <li>• <b>Rapporteur:</b> Senegal.</li> <li>• <b>Task Team leaders:</b> ASECNA (Tasks. Nos.2 and 4), South Africa (Task No.7)</li> <li>• <b>Working arrangements:</b> The CNS/WG should complete its work and submit its proposal to the SAT. The CNS/WG should work through electronic correspondence prior to meetings.</li> </ul>		