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Международная  
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منظمة الطيران  
المدني الدولي

国际民用  
航空组织

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26 February 2008

To: Mr. Vincent Carmigniani, DIRAC French Guiana  
Mr. Philippe Guivarch, Chef du SNA Antilles-Guyane  
ICAORD, México (Please retransmit to Trinidad & Tobago)  
ICAORD, Dakar (please retransmit to States concerned)  
ICAORD, Nairobi (please retransmit to States concerned)  
ICAORD, Paris (please retransmit to States concerned)  
Mr. Peter Cerdá, IATA Director Safety, Operations & Infrastructure, the Americas & Atlantic  
Mr. Mauricio Morán, IATA Manager Safety, Operations and Infrastructure, LATAM/CAR  
Mr. Adalberto Febeliano, IBAC

From: ICAORD, Lima

Subject: **Invitation-Fourteenth Meeting on the Improvement of Air Traffic Services over the South Atlantic (SAT/14) Meeting (Montevideo, Uruguay, 7 to 9 May 2008)**

**Action required:** *Please reply not later than April 11, 2008*

Sir/Madam,

1. I have the honour to inform you that at the kind invitation of the *Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica (DINACIA)* de Uruguay, the ICAO Regional Offices in Dakar and Lima will organize the 14<sup>th</sup> Inter-Regional Coordination Meeting on the continued improvement of Air traffic Services over the South Atlantic, in Montevideo, Uruguay, from 7 to 9 May 2008, to which your Administration/Organization is invited to participate. The event will be carried out in English language only.

2. The main objectives of the meeting are to explore ways and means of further enhancing the provision of air traffic services in the South Atlantic through the established interregional coordination mechanism. The terms of reference and composition of the SAT ATM Working Group, Study Group on the Improvement of EUR/SAM Airspace Structure and of the SAT/CNS Working Group (CNS/WG) are shown at **Appendix B** hereto.

3. Your Administration is particularly invited to:
- a) Confirm by electronic mail ([icaodkr@icao.sn](mailto:icaodkr@icao.sn); [mail@lima.icao.int](mailto:mail@lima.icao.int)) or fax (to (+221) 8236926 – (+511) 6118689) its intention to participate and accordingly provide the names and functions of its representatives as soon as possible, but in any case not later than April 11, 2008; and
  - b) Prepare and send to any of the Regional Offices electronic copies (in word version) of working and/or information papers (if any) to be presented on the basis of the attached Agenda. The working and/or information papers should be sent at your earliest convenience but not later than April 18, 2008.
3. The provisional Agenda (WP/01) for the meeting is attached hereto as **Appendix A**. The information bulletin will be sent to you as soon as possible.

Accept, Sir/ Madam, the assurances of my highest consideration.



**Jose Miguel Ceppi**  
**Regional Director**  
**South American Office**  
**Lima**

Attachments

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER**  
**THE SOUTH ATLANTIC**

**Montevideo, Uruguay, 7 to 9 May 2008**

**PROVISIONAL AGENDA**

**Agenda Item 1:           Air traffic management (ATM)**

- 1 Follow up of SAT/13 and SAT/13/TF/1 Conclusions pertaining to the ATM field
2. RVSM and RNP post-implementation safety assessments
3. Follow up of the AORRA airspace implementation.
- 4.. Follow up of the Implementation of UN741 and UN866 as unidirectional routes.
- 5.. ATS Contingency planning

**Agenda Item 2           Communications, navigation and surveillance (CNS)**

1. Follow up of SAT/13 Conclusions pertaining to the CNS field
2. Review of AFS performance
3. Interoperability between aeronautical VSAT networks and potential use of digital VSAT networks to support ATM applications

**Agenda Item 3.        Communications, navigation and surveillance / Air traffic management (CNS/ATM) Systems**

1. Harmonization of ADS/CPDLC programmes
  - Review of the Report of the Second SAT FANS 1/A Interoperability Team (SAT/FIT/2)
2. RVSM implementation
3. Introduction of Performance Based Navigation (PBN) in the South Atlantic
4. Harmonization of CNS/ATM systems evolution tables

**Agenda Item 4.       Future work programme**

**Agenda Item 5.       Any other business.**

## APPENDIX B-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 as defined in the <i>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>Note: The ATM/WG should take appropriate action on pressing issues and submit its proposal to the SAT/14 meeting.</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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## APPENDIX B-2

**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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## APPENDIX B-3

**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>		
WORK PROGRAMME		
TASK No.	SUBJECT	TARGET DATE
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
COMPOSITION		
<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>		

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