



ICAO

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Twenty-Third Meeting of the AFI Planning and Implementation Regional Group  
(APIRG/23)**

**Agenda Item 4: Other Air Navigation Issues**

**4.2. Regional and Interregional Activities**

**4.2.1 OUTCOMES OF THE SECOND ATLANTIC COORDINATION MEETING**

*(Presented by Secretariat)*

<b>SUMMARY</b>	
<p>This working paper presents the outcomes of The Second Atlantic Coordination Meeting (ACM/2) which took place at ICAO Headquarters, Montréal, Canada, from 18 to 20 February 2020, under the auspices of the Director of the Air Navigation Bureau.</p>	
<p><b>Action by the meeting is at paragraph 3</b></p>	
<p><b>REFERENCES:</b></p> <ul style="list-style-type: none"> <li>• Doc 9750, Global Air Navigation Plan</li> <li>• Doc 7474, Air Navigation Plan — Africa-Indian Ocean Region</li> <li>• Report on the Limited Africa/Indian Ocean (COM/MET/RAC) Regional Air Navigation Meeting (LIM/AFI, Lomé, Togo 12-27 April 1988)</li> <li>• Report on the Seventh Africa/Indian Ocean Regional Air Navigation (RAN) meeting (AFI RAN/7, Abuja, Nigeria, 12-23 May 1997)</li> <li>• Report on SAT/24 and previous meetings</li> <li>• Report of Second Atlantic Coordination Meeting</li> </ul>	
<p><i>Strategic Objectives</i></p>	<p><b>Related ICAO Strategic Objectives:</b> <i>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</i></p>

## **1 INTRODUCTION**

2.1. The Second Atlantic Coordination Meeting (ACM) took place at ICAO Headquarters, Montréal, Canada, from 18 to 20 February 2020. All involved ICAO Planning and Implementation Regional Groups (PIRGs) were represented by their respective Chairpersons.

2.2. The meeting was held under the auspices of the Director of the Air Navigation Bureau, Mr. Stephen P. Creamer who was supported by ANB as Secretariat, Mr. Prosper Zo'ó Minto'ó, Regional Director Western and Central African Office(WACAF) , and Mr. Elkan Nahmadov, Deputy Regional Director, European and North Atlantic Regional Office (EUR/NAT), and Regional Officers from the EUR/NAT, WACAF and South America Regional Offices.

## 2 DISCUSSION

### *Presentations on regional perspectives*

2.1. Introductions on the different regional perspectives were given by Ms. H. Holm, the Chairperson of the North Atlantic Systems Planning Group, Mr. Magueye Marame Ndao, Chairperson of the AFI Planning and Implementation Regional Group (APIRG) and Mr. S. Rosa, Chairperson of the CAR/SAM Regional Planning and Implementation Group (GREPECAS).

2.2. The meeting recalled the need for coordination and harmonization between the North Atlantic (NAT) and the South Atlantic (SAT), highlighting the requirement for coordination between neighbouring areas and the need to consolidate the SAT vision and the further alignment between the NAT and the SAT.

### *Updates on regional developments in NAT and SAT regions*

2.3. The meeting received presentations from NavCanada, Isavia, NAT IMG, Brazil, ASECNA, Cabo Verde, ARMA, SATMA, providing updates on operational and technological developments in the NAT and SAT regions, aimed at enhancements aviation safety and air navigation capacity and efficiency in the Atlantic. The presentations covered various topics such as ASEPS trials, ADS, PBCS, AMHS, CPDLC, AIDC and airspace safety monitoring. Summaries these presentations are provided in the ACM/2 Report.

2.4. Following discussions, the meeting commended the plans, projects and trials presented by stakeholders, and underscored the urgent need for:

- a) harmonization and cross-regional coordination to enhance the remote/oceanic operations in the entire Atlantic airspace;
- b) a reduction of complexity in order to enable the required capacity;
- c) bringing benefits to all stakeholders (airlines-ANSPs) together with the increase of safety; and
- d) embracing the change and develop a structure that would improve harmonized implementation with the involvement of States, ANSPs and other aviation stakeholders.

### *Follow up on SAT/24 (Harmonization of Contingency Plans)*

2.5. The meeting was briefed on the SAT activities since the ACM/1 meeting, as well as the activities and results from the last SAT/24 meeting (June 2019). It was noted that work on the contingency plan harmonization was completed by ICAO. Therefore, SAT members were requested to complete their actions.

### *Development of SAT Vision and CONOPS*

2.6. The meeting initiated a process for the alignment of the SAT Vision and CONOPS with the NAT2030 vision. Updates to the SAT vision and CONOPS will be presented at the SAT/25 meeting.

### *SAT Organizational Structure*

2.7. The meeting considered the development of an implementation plan for a revised SAT working structure which would include implementation steering and safety oversight mechanisms. It was recommended to apply a three-level approach, including a high level body, and coordination, technical and safety management levels. Accordingly, ASECNA and France were requested to develop and submit to the Secretariat proposals including the structure, concept of

operations (CONOPS), vision document and related terms of reference, to be distributed to all SAT stakeholders for review and further consideration and approval by SAT/25. **Appendix A** to this working paper contains the draft SAT Handbook developed by ASECNA and France, which was distributed to SAT stakeholders for their review and comments.

2.8. Options for the formalization of the work of the SAT Group will be considered in due course, when its structure is finalized.

*EUR/SAM Corridor: Enhancements of air traffic control (ATC) coordination*

2.1. With respect to the enhancements of air traffic control (ATC) coordination within the EUR/SAM corridor, the meeting explored the aspects related to ATC coordination and confirmed that the AIDC connections are not working between the ACCs along the EUR/SAM corridor, that the CPDLC is not used within the EUR/SAM corridor and that nearly all coordination is done via voice/phone (ATS/DS).

2.2. Accordingly, the meeting recognized the benefits that would result from the fully functional implementation of AIDC, including harmonized communication between ATM systems for all involved ACCs, reduction of ATCO workload for standard communication tasks, increased ATCO capacity and focus on other more relevant ATCO tasks (increased safety), mitigation of missing flight plans through automatic submission of CPL messages, and reduction of manual tasks to insert the missing flight plans into the ATM system.

*Summary of ACM/2 Conclusions*

2.3. A summary of ACM/2 key conclusions and follow up action plan is provided in **Appendix B** to this working paper.

*ACM-Next Meeting of the ACM*

2.4. The Third Atlantic Coordination Meeting will be organized at ICAO Headquarters in Montréal, Canada, from 8 to 12 February 2021.

### **3 ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the outcome of the Second Atlantic Coordination Meeting (ACM/2) as summarized;
- b) Urge SAT States and stakeholders to implement actions necessary for the harmonization and improvement of air traffic services over the entire Atlantic;
- c) Request SAT States to review and provide their comments to the Secretariat on the proposed SAT working structure contained in **Appendix A**; and
- d) Provide further guidance on collaboration among the various ICAO Regions to facilitate improvement of air traffic services over the entire Atlantic.

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**APPENDIX A**  
**DRAFT SAT HANBOOK**  
**(Provided separately)**

**APPENDIX B**

**ACM/2 KEY CONCLUSIONS/DECISIONS - FOLLOW-UP ACTION PLAN**

<b>Conclusion/ Decision no.</b>	<b>Text of Conclusion/Decision</b>	<b>Responsibility</b>	<b>Action Items</b>	<b>Report/ Completion date</b>	<b>Status/Remarks</b>
<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>8</b>
<b>ACM2-01:</b>	States in the SAT area are reminded of their responsibility to submit their occurrence reports, including Large Height Deviation reports, as well as the monthly data returns to the respective regional monitoring agencies.	States ICAO Regional Offices	State letter from the ICAO Regional Offices to be issued to the 12 States with deadline 30 April 2020.	SAT/25	States letter issued
<b>ACM2-02:</b>	States in the SAT area are urged to implement SLOP procedures and to publish them in their national aeronautical information publication (AIPs), as a matter of priority.	States IACO Regional Offices	<p>State letter from Regional Offices to States, which have not implemented SLOP to date with deadline 30 April 2020</p> <p>States should publish their SLOP procedures in adherence to the aeronautical information regulation and control (AIRAC) dates;</p> <p>Publication of supporting guidance material (OPS Bulletin on SLOP)</p>	<p>30 April 2020</p> <p>SAT/25</p>	Action was taken by the Regional Offices with the support of FAA resulting in SLOP implementation in the Johannesburg and PIARCO Oceanic FIRs.

Conclusion/ Decision no.	Text of Conclusion/Decision	Responsibility	Action Items	Report/ Completion date	Status/Remarks
1	3	4	5	7	8
<b>ACM2-03:</b>	States and ANSPs, especially within the EUR/SAM corridor, to comply with the SAT/24-07, SAT/24-21, SAT/24-22, SAT/24-23 conclusions and pursue the implementation of AIDC in order to enable a harmonized ATM system coordination between all involved ANSPs, thus reducing ATCO workload, enhance safety and address the missing FPL issues.	States	Reinforcement of the current AIDC activities and development of a detailed implementation activity plan (based on the communication of the ACM/2 outcome);	SAT/25	AIDC has been implemented in Abidjan, Accra, Dakar and Johannesburg FIRs. SAL Oceanic reported ongoing plans to upgrade its ATM systems including AIDC implementation in 2021. Luanda FIR reported of plans for AIDC implementation in 2021.
<b>ACM/2-04<sup>1</sup></b>	Development of SAT Vision and CONOPS	ASECNA France	ASECNA and France to develop proposals for CONOPS and SAT Vision.	SAT/25	
<b>ACM2-05:</b>	Development of an implementation plan for a revised SAT working structure which would include implementation steering and safety oversight mechanisms	States Secretariat	ASECNA and France to submit proposals for new SAT working structure. and related ToR.  Approval of proposals by all SAT stakeholders	May 2020  SAT/25	Completed Proposals distributed to SAT stakeholders

<sup>1</sup> ACM2-04, 05 and 06 refer to ACM/2 outcomes not reflected as formal conclusions in the final report.

Conclusion/ Decision no.	Text of Conclusion/Decision	Responsibility	Action Items	Report/ Completion date	Status/Remarks
1	3	4	5	7	8
			ICAO HQ to formalize the SAT Group with optimized structure & reporting lines.	Once SAT CONOPS and Handbook are finalized by the SAT members.	
ACM/2-06	Gap analysis on the implementation of essential operational improvements, such as PBCS implementation, ATFM, AIDC/OLDI, safety monitoring to allow further harmonization between the NAT and SAT	SAT members ICAO ROs	<p>PBCS: Establishment of Project Team</p> <p>AIDC: Training Needs Gap Analysis</p> <p>ATFM: Development of a methodology for addressing capacity controls needs.</p> <p>Safety Management: Raise States awareness on Safety Culture</p>	<p>SAT/25</p> <p>December 2020</p>	

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