SAT/12 – WP/03
29/11/04

INTERNATIONAL CIVIL AVIATION ORGANIZATION
TWELFTH MEETING ON THE IMPROVEMENT OF THE AIR TRAFFIC SERVICES IN THE SOUTH ATLANTIC

(Sal, Cape Verde, 15 – 17 December 2004)

Agenda Item 2: Review of the Report on SAT/11 Task Force Meeting and follow up action taken by SAT Members

(Presented by the Secretariat)

SUMMARY

This working paper presents the Report on SAT/11 Task Force Meeting (Rio de Janeiro, Brazil, 13 – 16 April 2004).

1. Introduction

1.1 Pursuant to Decisions 11/9, 11/16 and 11/20 of SAT/11 Meeting (Johannesburg, South Africa, 17 – 21 February 2003), the SAT/11 Task Force was held in Rio de Janeiro, Brazil, from 13 to 16 April 2004. The meeting was attended by 31 participants from 7 contracting States (Angola, Argentina, Brazil, Portugal, Senegal, South Africa, Spain), 3 international organizations (ASECNA, IATA, SITA), 2 airline operators (TAP, VARIG) and Jeppesen.

1.2 The meeting adopted the following agenda:

- Agenda Item 1: Review of the Terms of reference and work programmes of SAT/11 Task Force, Random
  - RNAV Routing Study Group and Technical Working Group.
- Agenda item 2: Discussion on SAT/11 Task Force (TF) Terms of Reference and its assigned tasks
- Agenda Item 3: Discussion on SAT/11 Random RNAV Routing (RRSG) Terms of Reference and its
  - assigned tasks
- Agenda Item 4: Discussion on SAT/11 Technical Working Group (TWG) Terms of Reference and its
  - assigned tasks
- Agenda Item 5: Any other Business.

1.3 The Task Force Meeting Conclusions and Decisions are summarized in **Appendix** to this paper.

2. Discussion

Review of the Terms of reference and work programmes of SAT/11 Task Force, Random RNAV Routing Study Group and Technical Working Group.

2.1 Under this agenda item, the meeting reviewed the terms of reference and work programmes of SAT/11 established Task Force, Random RNAV Routing Study Group and Technical Working Group.

Discussion on SAT/11 Task Force (TF) Terms of Reference and its assigned tasks

Monitoring of missing flight plans and discussion of corrective measures.

2.2 The meeting was presented with status reports on missing flight plans established by Brazil, Senegal and South Africa as requested by SAT previous meetings. It recalled SAT8 Conclusion 4/1, SAT/9 Conclusion 3/1, SAT/10 Conclusion 10/3 and SAT/11 Conclusion 11/1 relating to the loss of flight plans and expressed great concern at its persistence and magnitude in the EUR/SAM Corridor (an RNP/10 and RVSM environment). It therefore reiterated the need for continued vigilance and on site management, and formulated the following Decision 12/01 and Conclusions **SAT/11/TF/02** and **SAT/11/TF/03** were formulated.

Development of operational guidance material with a view to ensuring harmonization and standardization of ADS/CPDLC applications.

ADS/CPDLC trials/evaluation in an operational environment

2.3 The meeting was informed by ATNS, South Africa that the introduction of ADS significantly changed the way air traffic control is performed in Oceanic and other remote areas that are beyond the coverage of land-based communication and surveillance systems, the accurate and timely indication of an aircraft's position and reliable communications being the key to the operation of a safe, responsive and effective ATC system in these areas. In effect, ADS capabilities enable the air traffic controller to monitor flight progress, ensure safe separation of aircraft. The meeting noted that ATNS has made an ADS/CPDLC service available in its area of responsibility since 1999, allowing for enhanced communication and surveillance in remote areas, including the transitioning areas between Angolan, Namibian, South American and South African managed airspace, and that the ATNS ADS/CPDLC service is willing to accommodate in any ADS/CPDLC validation process within the South Atlantic Ocean and adjacent continental AFI areas for operations and for trials and demonstrations. Conclusion **SAT/11/TF/04** was formulated.

Adoption of FANS1/A Operations Manual in the South Atlantic/Establishment of FANS Interoperability Team

2.4 The meeting considered its assigned task concerning the development of operational guidance material with a view to ensuring harmonization and standardization of ADS/CPDLC applications. It recalled that, though currently supported by non-ATN SARPs compliant data link services provided by ARINC and SITA data link services, FANS-1/A operations had been introduced in many regions. In this respect, the meeting was informed that the Informal Pacific ATC Coordinating Group (IPACG), the Informal South Pacific ATC Coordinating Group (ISPACG), the Informal Indian Ocean Coordinating Group (IIOCG), and the Bay of Bengal (BOB) had developed a common FANS-1/A Operations Manual in order to harmonize operational procedures and to ensure systems interoperability. It therefore agreed that this Operations Manual should be adopted by adding SAT FIRs to its area of applicability, as a means of ensuring the desired harmonization between these FIRs and with adjacent areas, and requested States comments thereon before its submission to SAT/12. **Decision SAT/11/TF/05** was adopted.

2.5 The meeting similarly recommended the establishment of SAT FANS Interoperability Team (FIT) composed of SAT member States and Organizations, airline operators, aircraft manufacturers and data kink providers, and tasked with addressing all aspects related to ADS/CPDL system interoperability. **Conclusion SAT/11/TF/06** was formulated.

Flight level allocation scheme (FLAS) in the EUR/SAM corridor

2.6 The meeting was informed that in order to harmonize the RVSM operations with the adjacent ICAO Regions (NAM, NAT and PAC), CAR/SAM States involved in RVSM implementation by January 20, 2005 should apply ICAO Annex 2 – *Rules of the Air*, Appendix 3 flight level allocation scheme. Furthermore, it recalled that the RVSM post-implementation flight level allocation scheme adopted by Brazil, Cape Verde, Senegal and Spain in the EUR/SAM Corridor, was not compliant with Annex 2 provisions in order to accommodate Canaries and Recife ACCs requirements.

2.7 The meeting anticipated the difficulties that might be encountered in Recife FIR due to FLAS incompatibility, and accordingly agreed that EUR/SAM Corridor States should conform to the provisions in Annex 2, Appendix 3. It consequently analyzed the possible impact of this change in the southern part of Canaries FIR, and the need to establish a transition area and to carry out the necessary coordination with Portugal before making a final decision. **Conclusion SAT/11/TF/07** was formulated:

Data collection for RVSM/RNP10 post - implementation report

2.8 The meeting recalled SAT Conclusions 10/1 – *Data collection procedures and presentation of statistical data* –

and 10/2 – *RNP/10 and RVSM post-implementation programme.* In this connection, the meeting reminded SAT ACCs and users of their duties in this respect in order for safety assessments to reliably reflect traffic characteristics in the EUR/SAM Corridor, thus giving the exact level of safety. It also reconsidered the need for a new reporting format as discussed at SAT/11, and decided that the current reporting format should be maintained to ensure compatibility with the AFI Regional Monitoring Agency (ATNS, South Africa).

RVSM and RNP exemptions

2.9 The meeting discussed at length a proposal to allow RVSM and RNP/10 exemptions in the EUR/SAM Corridor, such exemptions being in force in several areas where RVSM and RNP/10 operations have been implemented (e.g. WATRS and ASIA/PAC). Likewise, exemptions would be allowed in CAR/SAM, in accordance with the RVSM AIC published by all CAR/SAM States on April 17, 2003.

2.10 The meeting therefore recommended that States responsible for the provision of air traffic services in the EUR/SAM Corridor might consider authorizing temporary RVSM/RNP/10 exemptions for non-approved under the following circumstances:

a) The aircraft is being initially delivered to the State of Registry or Operator.

b) The aircraft was formally RVSM/RNP-10 approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM/RNP-10 requirements and/or obtain approval.

c) The aircraft is being utilized for mercy or humanitarian purposes.

2.11 It was also agreed that the EUR/SAM Corridor Airspace being at the interface between AFI, CAR/SAM and EUR Regions and considering the peculiarities of the European airspace, that is one of the busiest airspace in the world, the exemptions should be limited to Atlantico/Recife FIRs, Canaries FIR (Southern part only1), Dakar FIR and Sal FIR. These FIRs should accordingly publish the necessary aeronautical information (AIP/SUPP)**.** Conclusion SAT/11/TF/08 was adopted.

RVSM implementation in the interface between AFI and SAM regions

2.12 The meeting was informed that preparations were underway for the timely implementation of RVSM in CAR/SAM Region, i.e. by January 20, 2005, whilst a *"go/no go Decision"* was expected in the AFI Region during the second half of 2004. The meeting therefore analyzed RVSM implementation options at the interface between AFI and SAM Regions, particularly in Atlantico, Johannesburg and Luanda oceanic FIRs, assuming that RVSM implementation might be delayed in Johannesburg and Luanda FIRs. The following options were considered by order of priority:

a) RVSM implementation in Johannesburg and Luanda oceanic FIRs

2.13 Ideally, RVSM should be implemented in AR1/AH2 and AR2/AH8 (including Johannesburg and Luanda oceanic FIRs) coincidentally with the CAR/SAM Region, in accordance with SAT Conclusion 11/17, in order to offer preferred flight profiles to aircraft operating between Johannesburg and São Paulo/Guarulhos (about 40 flights per month) and between Luanda and Rio de Janeiro/Galeão (about 10 flights per month)2. In this case, corresponding transition areas will have to be established in the continental parts of Johannesburg and Luanda FIRs.

b) Implementation of ICAO Annex 2 Appendix 3 a) (Table of Cruising Levels), maintaining the separation minimum of 2000 ft.

2.14 Taking into consideration the very low density of traffic in the southern part of the EUR/SAM Corridor, the adoption of *ICAO Annex 2, Appendix 3 a) - Table of Cruising Levels* - in Johannesburg and Luanda oceanic FIRs maintaining the vertical separation minimum of 2000 ft, should be a suitable solution. In this case, all flight levels (i.e. FL 300, 320,etc) would be utilized. The vertical separation minimum of 2000 ft will avoid unnecessary exclusion of non-approved RVSM aircraft. As mentioned in Para. 2.16 above, corresponding transition areas will have to be established in the continental parts of Johannesburg and Luanda FIRs.

[1] *In order to prevent non – approved aircraft from entering the European RVSM airspace.*
[2] *According to CARSAMMA database.*

c) Delay of the RVSM implementation in Atlantico FIR until the RVSM implementation in the Johannesburg and Luanda FIRs.

2.15 In case options *a)* and *b)* here above cannot be implemented, then RVSM implementation should be postponed in Atlantico FIR until one of these options becomes applicable, in order to avoid the establishment of a transition area over the South Atlantic (an HF environment without surveillance facilities). **Conclusion SAT/11/TF/09** was formulated.

SAT RMA Handbook

2.16 The meeting recalled SAT Conclusion 11/…and reiterated the need for SATMA to adopt the RMA Handbook developed by SASP whose publication as an ICAO manual is expected by the end of 2006, to ensure harmonization of monitoring procedures worldwide. It particularly requested SATMA to ascertain whether all the parameters defined in Doc 9574, Chapter 6 - *System Performance Monitoring* - were duly taken into account when performing safety assessments and, such being the case, to continuously monitor these parameters. SATMA should also monitor the approval status of all operators and aircraft using the EUR/SAM Corridor. **Decision SAT/11/TF/10** and **Conclusion SAT/11/TF/11** were therefore formulated:

Discussion on SAT/11 Random RNAV Routing (RRSG) Terms of Reference and its assigned tasks

Implementation options for the introduction of Random RNAV routing in the South Atlantic

2.17 The Meeting recalled SAT/11 Conclusions 11/9 on its creation and 11/10 on the introduction of random RNAV routing in the EUR/SAM Corridor (AR1/HA2) and AFI/NAT/SAM Interface (AR2/HA8) at AIRAC date of November 2005. In addressing its assigned work, the Meeting considered four (4) implementation options proposed by South Africa, each of these options being a stand-alone proposal with the possibility of considering the various options as phases. It noted that these proposals had been circulated to all members in October 2003 for comments.

2.18 The meeting discussed at length the necessity to implement ADS/CPDLC before the introduction of random routing, and felt that though ADS and CPDLC were not mandatory as such in a random routing environment, these applications must be considered as prerequisites in some areas due to traffic complexity and safety considerations.

2.19 After analyzing the advantages and disadvantages of each proposal and the convenience/inconvenience of implementing random RNAV routing at once in the whole South Atlantic area or gradually, taking due account of some difficulties in the EURSAM corridor, the meeting favoured a two-phased implementation.

2.20 The meeting therefore agreed on the need to develop a detailed plan of action involving all parties concerned and including all aspects of the AORRA implementation, such as safety assessment, procedures, co-ordination, operator requirements, ATS workload, human factors, etc., with a clear description tasks, requirements and responsibilities Conclusions **SAT/11/TF/12 and SAT/11/TF/13 and Decision SAT/11/TF/14** were formulated:

Random Routing West of UN741 and on RNAV route Santiago de Chile /Madrid

2.21 The meeting considered the introduction of random RNAV routing West of UN741 and on RNAV route Santiago de Chile/Madrid.

Introduction of random routing West of UN741

2.22 It appeared that though the principle of implementing random routing West of UN741 has been agreed upon at SAT previous meetings, some air navigation providers were reluctant to proceed with the implementation, with adverse effects on the economy and safety of flights in that part of the EUR/SAM corridor.

Introduction of random routing on RNAV route Santiago de Chile /Madrid

2.23 The meeting noted the implementation on February 19, 2004 of an RNAV route (UM799) from San Juan (JUA) VOR/DME in Mendoza FIR to Sao Louis (SLI) VOR/DME in Belen FIR, in order to join Santiago de Chile with Madrid and other airports in Europe. Some delegates expressed concerns about the introduction of random routing in that complex area where only flight information and alert services are provided (class G airspace) and where some ATS incidents have been reported. **Conclusion SAT/11/TF/15** was adopted.

Discussion on SAT/11 Technical Working Group (TWG) terms of reference and its assigned tasks

Expansion of CAFSAT network (Task No. 1)

2.24 The meeting was informed that the Johannesburg CAFSAT node was commissioned on 15 and 22 September 2003 for Dakar and Las Palmas respectively and that, these links being very reliable, the expensive leased line Johannesburg/ Dakar was consequently discontinued on November 2003.

2.25 The meeting was also informed that Argentina planned to implement a CAFSAT node in Ezeiza in 2005, in order to provide for the AFI/SAM entry/exit circuit between Ezeiza and Johannesburg.

Improvement of CAFSAT performance and coordination

Investigations on the lack of ATS messages (Task No.2)

2.26 The meeting discussed at length ways and means to better contribute to the investigations on the lack of ATS messages, including flight plans. It agreed on the need to harmonize monitoring procedures, protocols and reporting methodologies between SAT centres, including AFTN statistics on circuits' availability and transit times; harmonize AFI, EUR and SAM routing directories and effectively implement routing directory requirements at switching centres, under ICAO coordination.

Technical coordination

2.27 The meeting noted that CAFSAT members had experienced difficulties to coordinate changes to the network in the absence of a single point of responsibility. Such difficulties were encountered by ATNS, South Africa during the implementation of the Johannesburg node. It has also been difficult to coordinate the upgrading of the other sites and incorporation of new nodes. The meeting recalled that at the inception of the network in 1998, Spain (Las Palmas FIR) received the mandate to coordinate its implementation and, in view of coordination problems, it recommended that Spain (AENA) continue to play its role as CAFSAT coordinator. Spain confirmed its availability to continue discharging such function, subject to a suitable agreement. The meeting also requested SAT centres to designate their contact persons to be tasked with technical coordination with the other centres and the network coordinator (as necessary). **Conclusion SAT/11/TF/16** was formulated.

Integration of VSAT networks (Tasks 3, 4 and 7)

2.28 The meeting discussed technical aspects and advantages of the integration of VSAT networks using INTELSAT satellite IS 10-02 @ 359° East to be launched on 15 June 2004, in accordance with APIRG Conclusion 14/12 and SAT Conclusion 11/12, and was presented with the preparatory work carried out in AFI Region and the outcome of the regional planning meeting held in Johannesburg from 31 March to 1 April 2004, to which some of SAT members attended. It regretted the absence of INTELSAT and some SAT members.

2.29 After discussions, the meeting was of the view that SAT members needed more time to further analyze CAFSAT migration to IS 10-04. It therefore agreed that CAFSAT should migrate at a later stage. In this connection, the meeting noted that a network coordinator would carry out the necessary coordination with all CAFSAT members. The meeting also discussed a proposal concerning the interconnection between REDDIG and CAFSAT and concluded that such interconnection was not opportune. **SAT/11/TF/17** was formulated:

Harmonization of ADS/CPDLC programmes (Task No.8)

2.30 The meeting was apprised of the implementation status of ADS/CPDL in SAT area and noted that only South Africa and Spain had so far implemented these applications, whereas other SAT members had plans for 2005. It was agreed that SAT members should provide comments on the technical aspects of the FANS 1/A operational manual referred to in Decision 12/05 **-** *Adoption of FANS 1/A operational manual* **-**.

CNS/ATM system evolution tables

2.31 The meeting recalled that SAT stakeholders had decided for the implementation in one goal of Random RNAV Routing with the supporting CNS elements (ADS and CPDLC), the extension of the RVSM application area and further reduction of both longitudinal and lateral separations. It therefore reviewed and amended the CNS/ATM systems evolution tables for SAT FIRs based on agreed ATM objectives and CNS requirements. **Conclusion SAT/11/TF/18** was formulated:

Contingency planning

2.32 The meeting acknowledged the need for ATS contingency plans to be implemented in South Atlantic FIRs, in order to comply with ICAO provisions (Annex 11, Doc 9426). These ATS contingency plans should be prepared and coordinated at SAT/12, prior to their submission to the ICAO Council as temporary amendment to ANPs. Conclusion **SAT/11/TF/19** was formulated:

3. Action by the meeting

3.1 The meeting is invited to review the SAT/11 Task Force Report as presented in this paper, and take appropriate action on the Task Force Conclusions in **Appendix** to this paper.

APPENDIX

SAT/11 Task Force, Random RNAV Routing Study Group and Technical Working Group Meetings

(Rio de Janeiro, Brazil 13 – 16 April 2004)

CONCLUSIONS AND DECISIONS

AGENDA ITEM 2: MONITORING OF FLIGHT PLAN AVAILABILITY AND MEASURES TO MITIGATE THE LACK OF FLIGHT PLANS

Decision SAT/11 TF/01:	**Status reports on missing flight plans in SAT area**

- That the reporting format adopted by SAT/11 for the ACCs monthly status reports on missing plans (SAT Conclusion 11/1 refers) be amended by the Secretariat to include additional information (e.g. explanatory elements such as the reason for the shortcoming).

Conclusion SAT/11 TF/02:	**Need for further investigations on the lack of flight plans and designation of ACC focal points of contacts**

- That SAT ACCs:

a) Continue to carry out investigations on the lack of flight plans, case by case; and

b) Designate their focal points of contact for the conduct and coordination of the investigations as required; the ACC designated focal points of contact (one per ACC) should be communicated to other ACCs and ICAO Regional Offices with their coordinates (names, telephone numbers, fax numbers, electronic mail addresses, etc.)

Conclusion SAT/11 TF/03:	**Investigation on users FPL procedures**

- That, in addition to ACC investigations, IATA analyze and evaluate the reliability of the flight plan procedure used by a selected member airline involved with the missing flight plans in the SAT area, and inform SAT members of their findings.

Decision SAT/11 TF/04:	**Use of ADS/CPDLC applications**

- That users be informed of the availability of ADS/CPDLC in the South Atlantic Ocean and adjacent continental AFI areas for operations and for trials and demonstrations, and be encouraged to make use of ADS/CPDLC in areas where these systems are operational.

Decision SAT/11 TF/05:	**Adoption of FANS 1/A operational manual**

- That SAT ACCs and users provide the Secretariat with their comments on the FANS 1/A manual presented to the SAT/11 Task Force meeting before it is submitted to SAT/12 meeting for adoption with a view to ensuring harmonization of ADS/CPDLC procedures/systems with other regions.

Conclusion SAT/11 TF/06: Creation of a FANS 1/A Interoperability Team (FIT)

- That a SAT FANS 1/A Interoperability Team (FIT) be created to oversee the monitoring of FANS 1/A system to ensure that it continues to meet its performance, safety and interoperability requirements and that operations and procedures are working as specified. The FIT main objectives are to:

  a) follow the ADS/CPDLC Tests that are being carried out by SAT States;
  b) review identified problem reports and determine appropriate resolution;
  c) develop interim operational procedures to mitigate the effects of problems until such time as they are resolved;
  d) monitor the progress of problem resolution;
  e) prepare summaries of problems encountered and their operational implications;
  f) assess system performance based on information in CRA periodic reports; and
  g) authorize and co-ordinate system testing.

  Note:The Secretariat should contact all parties involved: ATS provider States and Organizations, users, industry (Airbus, Boeing, ARINC, SITA), etc.

Conclusion SAT/11 TF/07: RVSM flight level allocation scheme applicable in the EUR/SAM Corridor

- That Brazil, Cape Verde, Senegal and Spain analyze and take the appropriate actions as necessary for the establishment of a new Flight Level Allocation Scheme in the EUR/SAM corridor, in accordance with Appendix 3 of ICAO Annex 2 before the end of May 2004, in order to publish a common AIP on November 25, 2004, to come into force on January 20, 2005,

  Note : The Secretariat should carry out consultations with States concerned for the adoption of the above conclusion before SAT/12 meeting.

Conclusion SAT/11 TF/08: RVSM and RNP/10 exemptions

- That, pursuant to SAT Conclusion 11/8, Brazil, Cape Verde, Senegal and Spain publish on November 25, 2004 (AIRAC date) a common AIP Supplement establishing Special Coordination Procedures for Cruise Operation of Non-RVSM/RNP10 Compliant Aircraft in RVSM/RNP10 Airspace of EUR/SAM Corridor as shown at Appendix…to the report, to come into force on January 20, 2005.

  Note : The Secretariat should contact Cape Verde as soon as possible for timely approval.

Conclusion SAT/11 TF/09: RVSM implementation in the AFI/CAR-SAM interface

- That States take the appropriate measures to achieve full implementation of RVSM in the SAT area (AR1/AH2 and AR2/AH8) coincidentally with the CAR/SAM Region, in January 2005 in accordance with SAT Conclusion 11/17; otherwise, the postponement of RVSM implementation in Atlantico FIR and the southern part of Ezeiza and Montevideo FIRs might have to be considered due to VHF and/or radar requirements for transition areas.

Conclusion SAT/11 TF/10: Analysis of RVSM safety assessment parameters and aircraft/operator approval status

- That SATMA take the appropriate actions in order to:

  a) analyze:
  a) the parameters that were taken into account in the RVSM safety assessments, in accordance with ICAO Doc. 9574, Chapter 6 – System Performance Monitoring; and
  b) the approval status of operators and aircraft using EUR/SAM Corridor Airspace; and
  b) present the results to SAT/12 meeting.

Conclusion SAT/11 TF/11: Integrity/Accuracy of RMAs information on RVSM approval status of aircraft and operators

- That SATMA should harmonize its data base on the RVSM approval status of aircraft and operators with other RMAs in order to avoid discrepancies and to prevent flights from undue penalties and safety risks.

AGENDA ITEM 3 : DISCUSSION ON SAT/11 RANDOM RNAV ROUTING (RRSG) TERMS OF REFERENCE AND ITS ASSIGNED TASKS

Conclusion SAT/11 TF/12: Need for ADS/CPDL environment in the EUR/SAM Corridor

- That random RNAV operations be implemented in the EUR/SAM Corridor (AR1/HA1) in an ADS/CPDLC environment only.

Conclusion SAT/11 TF/13: Action plan for random RNAV routing implementation in the South Atlantic area

- That :

  a) the action plan developed at Appendix xxx be adopted for the implementation of random RNAV routing in the South Atlantic;

  b) a two-phased approach be adopted for the implementation of random RNAV routing in the South Atlantic as follows:

     1) Phase A: implementation in November 2005 (AIRAC date) in the southern part of SAT area as described at Appendix xxx; and

     2) Phase B: implementation in November 2006 (AIRAC date) in the whole South Atlantic, including the EUR/SAM corridor and the corresponding portion of Johannesburg FIR.

Decision SAT/11 TF/14: Cost – benefit analysis for the implementation of random RNAV operations (Phase A)

- That Brazil be assigned the cost-benefit analysis related to Phase A of the implementation of random RNAV operations referred to in Conclusion 13 hereabove, in close coordination with IATA, and present the findings of the study to SAT/12 meeting.

Conclusion SAT/11 TF/15: Random RNAV limitations West of UN741

- That random RNAV operations West of UN 741 be approved under the following conditions:

a) utilization limited to airlines operating from Santiago de Chile to Madrid and vice versa
b) Flights operate at a distance of at least 50 NM from UN741;
c) IATA will advise on users demand for random routing in order to consider the possibility to allow them to operate in the area concerned;
d) States closely monitor air navigation operations to ensure that an acceptable level of safety is maintained in this area; and

e) SATMA will confirm whether those flights were taken into account when performing RVSM and RNP/10 pre-implementation and post-implementation safety assessments.

AGENDA ITEM 4: DISCUSSION ON SAT/11 TECHNICAL WORKING GROUP (TWG) TERMS OF REFERENCE AND ITS ASSIGNED TASKS

Conclusion SAT/11 TF/16: Improvement of AFS performance

- **That the following measures be implemented to improve AFS performance in the SAT area:**

a) harmonization of monitoring procedures, protocols and reporting methodologies, including periodic AFTN statistics on circuits availability and transit times;
b) harmonization of AFI, EUR and SAM routing directories and effective implementation of requirements therein at switching centres to be completed by May 15, 2004 under ICAO coordination; and
c) designation of focal points of contact responsible for technical coordination between SAT centres.

Conclusion SAT/11 TF/17: Phased approach to the consolidation of aeronautical VSAT networks

- That, taking due account of networks institutional aspects, development plans and technical considerations:
a) AFISNET network only should migrate to INTELSAT IS 10-02@359° East in the first phase; and
b) CAFSAT, MEDSAT, MID, NAFISAT and SADC/2 VSAT networks should be established on the IS 10-02 satellite as soon as practicable at a later stage.

Conclusion SAT/11 TF/18: Amendment of CNS/ATM systems evolution tables

- That the CNS/ATM systems evolution tables for AR1/HA1 and AR2/HA8 be amended using Appendix…to this report as a basis.

Note: The Secretariat will take necessary action to ensure harmonization of AFI and CAR/SAM CNS/ATM plans for these areas of routing.

AGENDA ITEM 5: DISCUSSION ON SAT/11 TECHNICAL WORKING GROUP (TWG) TERMS OF REFERENCE AND ITS ASSIGNED TASKS

Conclusion SAT/11 TF/19: Need for coordinated ATS contingency plans

- That:

  a) SAT ACCs carry out the necessary coordination to develop and implement harmonized ATS contingency plans in accordance with ICAO provisions in Annex 11 and Doc 9426; and designate their focal points of contact to be communicated to other ACCs and ICAO Regional Offices with their coordinates (names, telephone numbers, fax numbers, electronic mail addresses, etc.); and

  b) once finalized, the coordinated ATS contingency plans to be reviewed by SAT/12 be submitted to the approval by the ICAO Council as temporary amendments to regional ANPs.
