International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Bureau Afrique Occidentale et Centrale / Western and Central African Office

SR 3/80 - **0180**   16 March 2010

Subject: **Fifteenth Meeting on the Improvement of Air Traffic Services over the South Atlantic (SAT 15) (Lisbon, Portugal, 19-21 May 2010)**

Action required: *Please reply not later than 23 April 2010*

Sir/Madam,

    I have the honour to inform you that at the kind invitation of Portugal, the Fifteenth Inter-Regional Coordination Meeting on the continued improvement **of Air Traffic Services over the South Atlantic** will take place at the Hotel Tivoli Oriente, Lisbon, Portugal, from 19 to 21 May 2010, and your Administration/Organization is hereby invited to participate.

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.   The provisional Agenda (WP/01) for the meeting is attached hereto as **Appendix A.** The information bulletin (IP/0l) for the meeting is attached hereto as **Appendix C.** Kindly note that the meeting will be conducted in the English language only.
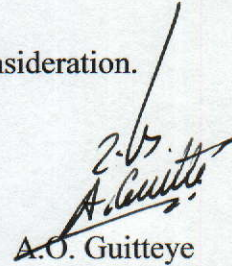
4.   Your Administration is particularly invited to:

    a)   Confirm by electronic mail to: icaowacaf@dakar.icao.int or mail@lima.icao.int or fax to +221 33 823 69 26 or +511 611 8689 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 23, 2009; and

        ../..

b) Prepare and send to the corresponding Regional Office copies of working and/or information papers (if any) to be presented on the basis of the proposed Agenda. The working and/or information papers will be sent to the Regional Office at your earliest convenience but not later than April 30, 2009.

Please accept, Sir/ Madam, the assurances of my highest consideration.

A.O. Guitteye
ICAO Regional Director
Western and Central African Office

Attachments: A - Draft Agenda
B1 - ATM/WG TOR and Work Programme
B2 - IAS/SG TOR and Work Programme
B3 - CNS/WG TOR and Work Programme
C – Information Bulletin

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIFTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC (SAT/15)

(Lisbon, Portugal, 19-21 May 2010)

Draft Agenda

Agenda Item 1: Air traffic management (ATM)

1 Follow up of SAT/14 and SAT/14/TF/1 Conclusions pertaining to the ATM field
2. Follow up of the AORRA airspace implementation.
3. Follow up of the Implementation of UN741 and UN866 as unidirectional routes.
4. ATS Contingency planning

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

1. Follow up of SAT/14 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/5)
2. Introduction of Performance Based Navigation (PBN) in the South Atlantic
3. Harmonization of CNS/ATM systems evolution tables

Agenda Item 4 : Future work programme

Agenda Item 5: Any other business.

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

- Considering the evolutionary implementation of CNS/ATM systems in areas of routing AR1/HA1 and AR2/HA8 *as defined in the Global Air Navigation Plan (ICAO Doc 9750)*, 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.
- *Note: The Task Force will adopt a pragmatic approach and may set up auxiliary bodies to carry out specific tasks, as necessary.*

WORK PROGRAMME

TASK No.	SUBJECT	TARGET DATE
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	Completed
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
11.	**Monitor the implementation of the ICAO New Flight Plan in the SAT Region.**	**15 November 2012**

- Note: The ATM/WG should take appropriate action on pressing issues and submit its proposal to the SAT/15 meeting.

COMPOSITION

- *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.*
- ***Rapporteur:*** *Spain*
- *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.*
- ***Working arrangements:*** *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.*

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)

- 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.

WORK PROGRAMME

TASK No.	SUBJECT	TARGET DATE
1.	Analyze the current operational situation within the EUR/SAM Corridor taking into account statistics and users needs.	Completed
2.	Explore ways and means to restructure the EUR/SAM Corridor airspace	Completed
3.	Develop a short term plan using the current separation standards based on RNP10, including the implementation of new ATS routes.	Completed
4.	Analyze the advantages of introducing unidirectional ATS routes.	Completed
5.	Study the feasibility of implementing RNP4, using ADS/CPDLC functionalities.	SAT/15
6.	Continue studies to implement a random routing area, using ADS/CPDLC functionalities.	SAT/15
7.	Develop necessary cost benefit analysis for the different options.	SAT/15
8.	Establish means to develop the safety assessment for the different implementation options.	SAT/15
9.	Develop an action plan for the different implementation options.	SAT/15

COMPOSITION

- Brazil, Cape Verde, France, Portugal, Senegal, Spain, Trinidad and Tobago, United States, ASECNA and IATA.

- *Rapporteur: Spain.*

- *Working arrangements: 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.*

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

- 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 *as defined in the Global Air Navigation Plan (ICAO Doc 9750),* by resorting to emerging technologies and, in particular, by taking advantage of rationalization, integration and harmonization of systems where appropriate.

- Implementation of new systems should be sufficiently flexible to accommodate existing and future services in an evolutionary and cost-effective manner.

- The associated institutional arrangements shall not inhibit competition among service providers complying with relevant ICAO Standards, Recommended Practices and Procedures.

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/15
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/15
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, share relevant technical aspects of different ADS/CPDLC Systems to be implemented by SAT States addressing issues regarding work methodology, procedures, data interchange, maintenance, etc.	SAT/15
8	Analyze all aspects related to the implementation of ATS-N5 protocol in the SAT area in accordance with ICAO guidance material contained in Annex 10 and Doc. 9804	SAT 15

COMPOSITION

- 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.
- *Rapporteur: Senegal.*
- *Task Team leaders: ASECNA (Tasks. Nos.2 and 4), South Africa (Task No.7)*
- *Working arrangements: 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.*

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fifth Meeting of the FANS 1/A Interoperability Team (SAT/FIT/5)
(Portugal, 17 - 18 May 2010)

Fifteenth Meeting on the Improvement of Air Traffic Services
over the South Atlantic (SAT 15)
(Portugal, 19-21 May 2010)

Information Bulletin

1. Site of the meeting

Both meetings will be hosted by NAV Portugal and will be held from the 17th to 21st of May 2010 at the premises of the Hotel Tivoli Oriente located on the former Expo 98 area.
Address: Av D Joao II Parque das Nações 1990-083 Lisboa, Portugal

2. Contact Person

All contacts should be addressed to **Mr. Pedro Gaspar:**
Telephone number: +351 21 8553143
Fax number: +351 21 8553147
Email: gabcim@nav.pt

3. Visa requirements

Some delegates for entry into Portugal may require visas. It is recommended that delegates are to confirm this requirement before commencing the journey well in advance, with their own travel agent. Visas can be obtained from the Portuguese Embassy or Consulate in the respective country.

4. Currency – Exchange rate

As a member of the European Monetary System the currency used in Portugal is the Euro. 24-hour exchange agencies are located at the airport. Major credit cards are accepted in most hotels, shops and restaurants. Automatic dispensing machines linked to international networks are widely available.

5. Lodging/ Hotel reservation

Pre-booking accommodation was made at the Tivoli Oriente Hotel. Room types vary from singles available from 77 Euros and double at 87 Euros per room per night including breakfast at the Ardina Restaurant located in the Hotel. To benefit from the NAV Portugal rates, participants must mention the reservation number **128.458** when booking at Tivoli before **16.04.2010**. Participants are requested to make their own reservation and to inform the contact person mentioned in point 2 that the reservation was completed.

6. **Local Transportation**

The Hotel Tivoli Oriente is conveniently located 5 minutes from Lisboa International Airport and only 10 minutes from the city's downtown district. TAXIS are available right outside the Arrival and Departure halls. Because it is a short journey the departure hall is strongly suggested. Between the airport and the Tivoli Hotel, fares are approximately 5 Euros during daytime and 7 Euros during night time. An Aeroshuttle is available outside the arrival hall and assures the connection between Lisboa airport, several central city points and the Parque das Nações, every 30 minutes from 08:50 until 21:50. This service stops at the main city hotels including the Hotel Tivoli Orient. This service has a fixed price of 3.50 Euros, paid on board, and is a 24 hour valid ticket on the Aeroshuttle and on Carris Public Transports on the day of purchase.

The Gare do Oriente is one of the principal transportation hubs in the city located in Parque das Nações. It houses not only a railway station, but a metro station and bus terminals. For more information regarding transportation see:

http://europeforvisitors.com/europe/articles/lisbon_transport.htm

http://www.golisbon.com/transport/

http://www.transpor.pt/

7. **Climate**

In May, the average low temperature in Lisboa is 13 and the average high is 21.

8. **Health**

Delegates are advised to confirm the medical requirements necessary to travel to/from Portugal with their own travel agents.

9. **Electric Current**

European type 220 Volts / 50 Hertz are used.

10. **Tax service**

In most cases, VAT in Portugal is 20%. There is a reduced rate of 12% that applies to restaurant services etc.