

**STATUS OF CONCLUSIONS AND DECISIONS RELATED TO SAT/19 MEETING
PERTAINING TO ATM FIELD -APPENDIX A**

Conclusions and Decisions	Implementation Status	Remarks
<p><u>Conclusion SAT19/01: Additional Waypoints to increase flexibility between West Africa and North America</u></p> <p>That:</p> <p>French Guyana, Senegal and Trinidad Tobago implement the proposed new waypoints from IATA (Appendix C, part I SAT 18 Meeting), on the effective AIRAC date of 05 February 2015.</p>	<p>Still Valid</p>	<p>French Guyana, Senegal and Trinidad & Tobago to report on status of implementation</p> <p>Awareness training on Flexible and Random routing recommended for French Guyana</p>
<p><u>Conclusion SAT19/02: Contingency Planning</u></p> <p>That:</p> <p>SAT States:</p> <p>a) Review the Contingency Plan, presented in SAT17 by South Africa, and send comments to Martinc@atns.co.za by 30th November 2014.</p> <p>b) Notify if there is no comments to be provided.</p>	<p>Still Valid</p>	<p>South Africa to provide update</p>
<p><u>Conclusion SAT19/03: Ascension Island FHAW/ASI and its criticality to airline operations</u></p> <p>That:</p> <p>SAM and WACAF Offices coordinate the analysis of the feasibility of using FHAW/ASI to ETOPS operations, including, among others aspects:</p> <p>a) Publication of the 30 hours TAFs for FHAW/ASI.</p> <p>b) Determine how operationally important data concerning FHAW/ASI can be provided to all stakeholders to ensure safe operations.</p>	<p>Completed</p>	<p>No international scheduled movements through FHAW can be authorized. This includes designation of FHAW as an alternate under the ETOPS rules.</p> <p>As such, there would appear to be no imperative for provision of 24 or 30 hour TAFs for Ascension island, since the forecasting needs are purely for military flights.</p>
<p><u>Conclusion SAT19/04: EUR/SAM Corridor Traffic Data Collection</u></p> <p>That:</p>		

<p>a) Taking into account the necessary traffic data for airspace planning, safety assessment and statistics in the EUR/SAM Corridor, Brazil, Cape Verde, Spain and Senegal will collect the Air Traffic Movement data in a period of six months (Jan-Jun), in accordance with form provided in SATMA website.</p> <p>b) This data shall be sent to SATMA (aariasf@aena.es and satma@aena.es) up to 30th September each year.</p> <p>c) SATMA will use the mentioned Air Traffic Movement data to perform the corresponding Safety Assessment, to be presented in the following year to the SAT Meetings.</p>	<p>Still Valid</p>	<p>Brazil, Cape Verde, Spain and Senegal to provide updates</p> <p>SATMA to provide feedback</p> <p>SATMA to provide update</p>
<p><u>Conclusion SAT19/05: Large Height Deviation (LHD)</u></p> <p>That:</p> <p>a) EUR/SAM Corridor States shall continue to send LHD reports to SATMA on a monthly basis, from 1st to 15th of each month to the following emails: aariasf@aena.es and satma@aena.es</p> <p>b) SATMA shall provide a feedback about the data sent by EUR/SAM States to the nominated focal points until the last working day of the corresponding month.</p> <p>c) EUR/SAM Corridor States, taking into consideration the significant decrease in the number of LHD reports sent to SATMA since SAT/16 meeting, shall make an investigation about a possible deficiency on ACC's LHD Reporting.</p>	<p>Still Valid</p>	<p>SATMA to provide update</p> <p>SATMA to provide feedback</p> <p>EUR/SAM States to provide updates</p>
<p><u>Conclusion SAT19/06: Implementation of new waypoints onto Dakar and SAL ACCs' border and its mixture with the use of geographical coordinates</u></p> <p>That:</p> <p>a) IATA encourage the airlines to use the additional entry/exit waypoints to facilitate crossing Dakar and Sal FIRs border for aircraft operating random routing, on west of UN741, implemented on February the 5th, 2014.</p> <p>b) Cape Verde and Senegal develop and publish procedures on using the mentioned additional entry/exit waypoints in random routing area on west of UN741, taking into consideration the following:</p> <p>1. Mandate the use of published entry/exit waypoints for non-equipped ADS-C/CPDLC aircraft</p>	<p>Completed</p> <p>Still Valid</p> <p>Still Valid</p>	<p>Cape Verde and Senegal to provide updates</p> <p>Cape Verde and Senegal to provide updates</p>

<p>2. Allow the use of any entry/exit waypoints, based on geographical coordinates, for equipped ADS-C/CPDLC aircraft.</p> <p>c) Brazil, French Guyana and Senegal analyze the feasibility of solving the issue regarding the operations passing through a common waypoint border of Dakar, Atlantico and Cayenne FIRs (MOVGA - 07°40'N 037°30W).</p> <p>d) Cape Verde, Portugal, Senegal and Trinidad Tobago analyze the feasibility of solving the issue regarding the operations passing through a common waypoint border of Dakar, Piarco, Sal and Santa Maria FIRs (TUTLO -17°40'N 035°00'W)</p>	<p>Still Valid</p> <p>Still Valid</p> <p>Still Valid</p>	<p>Brazil, French Guyana and Senegal to provide updates</p> <p>Cape Verde, Portugal, Senegal and Trinidad Tobago to provide updates</p>
<p>Conclusion SAT19/07: Amendment no. 6 to the Procedures for Air Navigation Services Air Traffic Management (Doc 4444) That:</p> <p>a) SAT states analyze and apply, as far as possible, the Amendment no. 6 to the Procedures for Air Navigation Services Air Traffic Management (Doc 4444), in order to:</p> <ol style="list-style-type: none"> 1. Amend the National regulations, Aeronautical Information Publications, ATS Units Procedures, Air Crew Procedures and ANS Safety Oversight Protocols. 2. Train the Air Crew, Air Traffic Controller and Aeronautical Information Operators. 3. Evaluate and change, if necessary, the ATC Systems. <p>b) ICAO SAM and WACAF Offices:</p> <ol style="list-style-type: none"> 1. Coordinate the presentation of detailed information regarding the application of the Amendment no. 6 to the Procedures for Air Navigation Services Air Traffic Management (Doc 4444) to the SAT/20 Meeting. 2. Analyze the feasibility of holding a specific training on the application of the more complex portions of the Amendment no. 6 to the Procedures for Air Navigation Services Air Traffic Management (Doc 4444) and present the results to the next SAT 20 Meeting. 	<p>Still valid</p> <p>Still Valid</p>	<p>SAT State to provide updates</p> <p>Training Needs identification to be decided by SAT 20</p>
<p>Conclusion SAT19/08: AF 447 Accident Final Report That:</p>		

<p>Taking into consideration the Safety Recommendations from AF 447 Accident Final Report:</p> <p>a) SAM and WACAF Offices coordinate the development of a Doc 7030 (Regional Supplementary Procedures) amendment proposal in order to mandate the use of ADS-C/CPDLC in the South Atlantic for Aircraft already equipped with FANS 1/A systems.</p> <p>b) Brazil and Senegal take the appropriate action in order to sign the letter of agreement between DAKAR/SENEGAL RCC AND ATLÂNTICO/BRAZIL RCC.</p> <p>c) Brazil and South Africa finalize and sign the draft letter of agreement between JOHANNESBURG/SOUTH AFRICA RCC AND ATLÂNTICO/BRAZIL RCC, proposed by Brazil;</p> <p>d) Brazil and French Guyana finalize and sign the draft letter of agreement between CAYENNE/FRENCH GUIANA RCC AND ATLÂNTICO/BRAZIL RCC, proposed by Brazil;</p> <p>e) Brazil and Angola finalize and sign the draft letter of agreement between LUANDA/ANGOLA RCC AND ATLÂNTICO/BRAZIL RCC, proposed by Brazil;</p>	<p>Still Valid</p> <p>Completed</p> <p>Still Valid</p> <p>Still Valid</p> <p>Still Valid</p>	<p>Implementation was suspended for clarification by SAT 20</p> <p>Brazil and South Africa to provide updates.</p> <p>Brazil and French Guyana to provide update</p> <p>Brazil and Angola to provide updates</p>
<p>Conclusion SAT19/09: Memorandum of Understanding on Cooperation in Search and Rescue in the EUR/SAM Corridor</p> <p>That:</p> <p>a) EUR/SAM Corridor States provide comments about Memorandum of Understanding on Cooperation in Search and Rescue in the EUR/SAM Corridor to Senegal and to SAM and WACAF Offices, by October 2014.</p> <p>b) Senegal send the Memorandum of Understanding on Cooperation in Search and Rescue in the EUR/SAM Corridor to the EUR/SAM Corridor to the corresponding States, through the appropriate mechanisms, taking into consideration the comments received, in order to be formalized.</p>	<p>Still Valid</p> <p>Still Valid</p>	<p>EUR/SAM Corridor States to provide update</p> <p>EUR/SAM Corridor States to provide update</p>
<p>Conclusion SAT19/10: Large Height Deviation and unknown traffic in the South Atlantic</p> <p>That:</p>		

<p>- The SAT Group expresses its concern about the unknown traffic and the increasing number of Large Height Deviation in the South Atlantic airspace, due to the lack of coordination and information of the flights coming from and going to Falkland Islands (Malvinas)*.</p> <p>- The SAT Group recalls the need that all ATS Units involved in the South Atlantic airspace provide information to their respective ACCs in accordance with the international arrangements in force (among them, the Letters of operational Agreements) and with the applicable ICAO rules and procedures, in order to enhance the coordination among the FIRs involved."</p> <p><i>* A dispute exists between the government of Argentina and the government of Great Britain and Northern Ireland concerning the sovereignty of the Falkland Islands (Malvinas).</i></p>	<p>Still Valid</p>	<p>The meeting is to discuss incidents of LHD and coordination among ATS Units</p>
<p>Conclusion 19/13: Mitigation of the loss of Flight Plans</p> <p>That;</p> <p>As a matter of urgency, SAT members who have not done so (Table 2 Appendix H refers):</p> <p>a) Establish no later than 31 October 2014, local Missing Flight Plan Investigation Working Groups involving all stakeholders: ATCs, AIM, COM, Maintenance personnel..., as called upon by SAT/18 (Decision 18/03) and nominate Focal Points responsible of the coordination of the Group activities;</p> <p>b) Implement the procedure for the investigation on missing Flight Plans adopted by SAT/18 (Decision 18/02) (Appendix I refers) and;</p> <p>c) Report quaternary to ASECNA, Team leader of Task 3(Appendix I refers) of the Work Programme of the SAT CNS/WG on the results of the mitigation action taken to minimize the loss of Flight Plans.</p>	<p>Still Valid</p> <p>Still Valid</p>	<p>SAT member States to provide updates</p> <p>ASECNA to provide update</p>
<p>Decision 19/18: Terms of reference and work programme of the SAT ATM & CNS/WGs</p> <p>That,</p> <p>The TORs and work programmes of the SAT Group are amended as shown at Appendix N to this report</p>		