APPENDIX A-ATM

Status of Conclusions and Decisions related to SAT/21Meeting pertaining to CNS field

Conclusions and Decisions	Implementation Status	Remarks
3.1 Follow up of SAT/20 Conclusions pertaining to the CATM field		
Decision 21/01: Large Height Deviation Monitoring Team		
That, a) The Large Height Deviation (LHD) Monitoring Team is reestablished with membership from EUR SAM Member States/ANSPs;	Completed	
b) EUR SAM States/ANSPs should nominate and provide contact details of monitoring members to SATMA by 30th September 2016, ensure that LHD reports are completed correctly and also, to ensure the data delivery schedule (annually every first 6 months) for Safety Assessments in the EUR/SAM Corridor are met.	Still Valid	SATMA to provide updates
Decision 21/02: EUR SAM Corridor Airspace Concept Action Plan		
That, A three-phased EURSAM Corridor Airspace Concept Implementation Action Plan is agreed as follows: Phase One: 50 NM Longitudinal Separation based on RNP10;	Still Valid	Portugal to report
In implementing Phase One regarding 50NM longitudinal separation, States/ANSPs consider establishing Direct Segments for low-demand periods on bilateral basis, conduct individual cost/benefits, apply its internal Safety regulations and coordinate signing of related LoAs;		
Phase Two: Mandated Data Link application for implementation of 50 NM Longitudinal Separation based on RNP10; and		
Phase Three: 30 NM Lateral / Longitudinal Separation based on RNP4.		

Decision 21/03:EUR SAM Airspace Concept implementation Task Force		
That, a) An EUR SAM Airspace Concept implementation Task Force is established with Focal Points attached in Appendix C1 of this report; and	Still Valid	Portugal to report
b) The Task Force to update the EUR SAM Airspace Concept implementation plan, list the activities to be completed, determine individual State/ANSPs requirements and agree on implementation timelines for each of the three phases.		
Decision 21/04: Training for application of RNAV/RNP 4 Separation over the Oceanic Airspace and Regulatory Approval		
That, a) ASECNA shall conduct an identification of training needs for application of RNAV/RNP distance-based Separation and submit requests to Nav Portugal and ENAIRE (Spain) for consideration of assistance; and	Still Valid	ASECNA to report
b) ICAO liaises with the FAA and other ANSPs to arrange RNP 4 training and Regulatory Approval Process course for States/ANSPs.	Still Valid	FAA unable to provide training
Conclusion 21/05: Implementation of AORRA airspace re-organization over ILDIR		
That, Considering the safety risk posed to flights operating in the AORRA airspace in Luanda, Johannesburg and Windhoek FIRs, ICAO ensures the agreements reached in respect of airspace re-organization of the position ILDIR be implemented as a matter of urgency.	Completed	South Africa ATNS to report
Conclusion 21/06: Air Traffic Flow Management in the Cayenne FIR		
That, Considering the significant improvements achieved in the Cayenne FIR as a result of collaboration between Cayenne FIR and adjacent SAT FIRs, the team formalizes the cooperation by constituting an Air Traffic Flow Management team for flights across the FIRs to manage capacity.	Still Valid	Cayenne to report

Decision 21/07: Adoption of ATM Contingency planning for SAT region		
That, a) The draft ATM Contingency Plan for the SAT region is adopted;	Still Valid	ATNS and ASECNA
b) Focal Points of SAT States/ANSPs to review and submit their final comments to the Team Leaders namely, South Africa and ASECNA by 30 th September 2016; and Secretariat to submit final draft ATM Contingency Plan for the SAT region to the ICAO Council by 31 st	Still Valid	to report Secretariat to report
December 2016 for consideration and approval. Decision 21/08: Common application of RNP 4 Regulatory Approval Process		
That, The EUR SAM Corridor Airspace Concept implementation Task Force studies the establishment of a common application of RNP 4 Regulatory Approval Process for the SAT region.	Still Valid	Portugal to report
Conclusion 21/09: Safety Risk to flights due to lack of communications by flights over high seas		
That, In consideration of the serious safety risks posed by flights which operate in the SAT region without contacting the appropriate ATS units,	Still Valid	ACCs to report
a) ACCs in the SAT area are urged to increase the level of coordination and collaboration to reduce the risks;		Brazil, Carbo Verd and Senegal to
b) Brazil, Cape Verde and Senegal compile and investigate deliberate violations of ATC procedures by such flights and inform the States of Registry for the aircraft concerned; and		report Secretariat to report
c) Compile the number of aircraft involved in the violations above, perform the appropriate analysis, determine disposition of an emerging trend and inform the respective ICAO Regional Office of potential risk to flights operating on the high seas in the SAT region for necessary action.		

That, The SAT region collaborates with the NAT region in order to share working experiences, best practices, pool resources and harmonize operations for the benefit of airspace users and increase efficiency in the management of flights across the two regions.	Still Valid	Secretariat to report
Recommendation 21/11: Consideration of Space-Based ADS-B in the SAT region		
That,		
Aireon submits different models of cost options for the SAT region, for consideration by the Group	Still Valid	AIREON to report