

APPENDIX – B1

Status of Conclusions and Decisions related to SAT/22 and SAT/21 Meetings pertaining to ATM Field

Note. - Conclusions/Decisions presented in the format requested by the Air Navigation Commission (ANC) through Working Paper 8993 (6/11/2015) progress made by the Ad hoc Working Group on PIRG and RASG reports (item No. 20036).

CONCLUSION	
SAT/21/09	Safety Risk to flights due to lack of communications by flights over high seas
<p>What:</p> <p>That, In consideration of the serious safety risks posed by flights which operate in the SAT region without contacting the appropriate ATS units,</p> <p>a) ACCs in the SAT area are urged to increase the level of coordination and collaboration to reduce the risks; ACTION - Coordination with adjacent ACCs are in place with SAL, DAKAR and ATLANTICO – All SAT Member States must outline airspace and operator COMMS requirements in their AIP ACTION – All SAT Member States to review, assess and coordinate LOAs and/or new restrictions (CANARIAS) to harmonize minimum airspace and operator communication requirements.</p> <p>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 ACTION - All SAT States to create reporting method to communicate deliberate violations of ATC proces with appropriate States of Registry.</p> <p>c) SAT ANSPs to forward appropriate information to SATMA to conduct analysis and determine disposition of an emerging trend.</p> <p>d) All SAT States shall assess and mitigate potential risk to flights operating on the high seas in the SAT region.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: In order to mitigate safety risk, linked to flights operating without contacting the appropriate ATS unit</p>	

When: November 2018	Status: Reviewed by SAT/23
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: All ANSPs in SAT area. Also States; Brazil, Cape Verde and Senegal.	

DECISION SAT/21/10: SAT Working Structure and collaboration with NAT region	
What: That, The SAT ANSPs 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.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: In order to share lessons learned and best practices.	
When: Continuous	Status: Reviewed by SAT/23
Who: <input type="checkbox"/> Coordinators <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: SAT, NAT and IATA	

DECISION SAT/22/01 Analysis of Traffic Statistics for Strategic Planning	
What: That, In order for SATMA to make recommendations from analysis of traffic statistics which could be used for strategic planning, the SAT Group and IATA should specify... TO BE COMBINED WITH OTHER DECISION. SAT/23	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To provide appropriate information for planning by the SAT Group, States, ANSPs, Users and industry.	

When: When requested by SAT Group	Status: Reviewed by SAT/23
Who: <input type="checkbox"/> Coordinators <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: RMAs concerned, SAT Group, IATA.	

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DECISION SAT/22/03: Creation of ATS routes	
What: That, Develop a minimum of two contingency routes to facilitate traffic flow when contingency procedures are in effect in the SAT region.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To ensure safety and efficiency of traffic flows when ATS contingency plan are activated in the SAT Region.	
When: December 2018 and report to SAT 24	Status: Reviewed by SAT/23
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others: Cayenne ACC, coordination with Dakar, Piarco, Atlantico, Sal, Santa Maria, IATA.	

DECISION SAT/22/04: Implementation of reduced separation minima in the Region via PBCS NEW CONCLUSION FOR SAT 23	
What: That, All SAT Region States will conduct an analysis to determine needs and enhancements necessary to implement PBCS in the SAT Region Identify appropriate airspace for implementation of reduced separation minima	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical

<p>All SAT States shall agree to phased in approach of reduce separation in appropriate SAT Region airspace (PH1 – EURSAM Corridor)</p> <p>Identify required components to implement reduced separation minima in EUR/SAM corridor</p> <p>In coordination with the ICAO NAT Region identify and develop specific areas required for PBCS implementation</p> <ul style="list-style-type: none"> - Propose to acquire PBCS guidance documents and materials, (ANSP requirements, RMA requirements, Operator requirements and State requirements), implementation plan, lessons-learnt, business case and best practices from the NAT Region. <p>Review and assess implementation requirements and tasks at SAT 24. Provide guidance concerning additional activities necessary to facilitate PBCS implementation in the Sat Region.</p>	
<p>Why: In order to foster a consistent planning, and coordinated activities.</p>	
<p>When: Phase 1 implementation date to be determined by SAT24</p>	<p>Status: Reviewed by SAT/23</p>
<p>Who: <input checked="" type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Regional Office <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:</p>	