



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICAN OFFICE

**Twenty-Third Meeting on the Improvement of Air Traffic Services over the South Atlantic
(SAT/23)**

Durban, South Africa, 6-8 June 2018

Agenda Item 6: New structure, working methodology, Terms of Reference and future work programme of the SAT Group

**ENHANCING EFFICIENCY AND EFFECTIVENESS OF THE INFORMAL GROUP FOR THE
IMPROVEMENT OF AIR TRAFFIC SERVICES
OVER THE SOUTH ATLANTIC**

(Presented by the Secretariat)

SUMMARY

This paper presents information on on-going efforts and associated discussions to enhance efficiency and effectiveness in the work of the informal group for the improvement of air traffic services over the South Atlantic, and to improve the necessary coordination and collaboration actions amongst the regional groups concerned. The paper also presents the result of a study conducted by the ICAO Secretariat on the subject and proposes a way forward in the form of draft decisions of SAT/23.

REFERENCES

- Report of the Twenty-First Meeting on the Improvement of Air Traffic Services Over the South Atlantic (SAT/21, Lisbon, Portugal, 6-10 June 2016)
- Report of the Twenty-Second Meeting on the Improvement of Air Traffic Services Over the South Atlantic (SAT/22, Paris, France, 6-10 June 2017)
- Report of the Fifty-Second Meeting of the North Atlantic Systems Planning Group (NATSPG/52, Paris, France, 27 to 30 June 2016)
- Report of the Fifty-Third Meeting of the North Atlantic Systems Planning Group (NATSPG/53, Paris, France, 26 to 29 June 2017)
- Report of the Eighteenth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/18, Punta Cana, Dominican Republic, 9-14 April 2018)

Related ICAO Strategic Objective(s):

Safety and Air Navigation Capacity and Efficiency:

1. INTRODUCTION

1.1 The informal group for the improvement of air traffic services (ATS) over the South Atlantic (“SAT Group”) agreed at its twenty-first meeting (SAT/21, Lisbon, Portugal, 6 - 10 June 2016), on the need for a more efficient working structure and improved alignment with the North Atlantic Region (NAT). It was decided that the SAT Group should collaborate with the NAT in order to pool resources, share working experiences and best practices, and harmonize operations for the benefit of airspace users and increase efficiency in the management of flights across the Atlantic (SAT Decision 21/10 refers).

1.2 The discussion concerning the improvement of efficiency and effectiveness in the work of the SAT Group continued at its twenty-second meeting (SAT/22, Paris, France, 6-10 June 2017). The SAT Group decided to adopt a different methodology in order to make substantial progress in the implementation of all the outstanding meeting conclusions and decisions. Accordingly, the SAT Group identified five programmes where the new methodology would be applied (SAT/22 Report, 2.5 refers).

1.3 This paper presents information on discussions that took place in the last two years in relation to the work of the SAT Group, including necessary coordination with all regional groups concerned. The paper also presents the result of a study conducted by the ICAO Secretariat on this subject, and proposes a way forward in the form of draft decisions for adoption by the meeting.

2. OUTCOME OF NATSPG AND GREPECAS MEETINGS

2.1 At the fifty second meeting of the North Atlantic Systems Planning Group (NATSPG/52, Paris, France, 27 to 30 June 2016), it was noted that the operational and technical considerations from other adjacent ICAO Regions would need to be taken into account in considering potential components for the NAT Future Concept of Operations (NAT CONOPS). To ensure an appropriate level of inter-regional coordination during the development of the CONOPS and to achieve a harmonized, seamless and synchronized implementation, the NATSPG agreed (NAT SPG Conclusion 52/17 refers) that the ICAO Regional Director, Europe and North Atlantic:

- a) review the NAT coordination mechanism with adjacent ICAO Regions to be used during the development of the NAT Future Concept of Operations; and
- b) identify/create opportunities whereby the NAT can engage with adjacent ICAO Regions on the development and sharing of best practices.

2.2 The fifty third meeting of NATSPG (NATSPG/53, Paris, 26 to 29 June 2017) reiterated the importance of its continuing coordination with the SAT Group, not only for ensuring inter-regional harmonization and interoperability, but also for avoiding duplication of efforts. In this regard, the ICAO Secretariat was invited to facilitate the better coordination between the SAT Group and the NATSPG, and bring this matter to the attention of the Caribbean and South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS).

2.3 The eighteenth meeting of the GREPECAS (GREPECAS/18, Punta Cana, Dominican Republic, 9-14 April 2018) was presented with information on the work of the SAT Group and the discussions in the NATSPG concerning the need for a better coordination mechanism with the SAT Group. The GREPECAS was also informed of a study initiated by the ICAO Secretariat to analyze challenges and opportunities of both the SAT Group and NATSPG in an effort to propose a way forward (GREPECAS Conclusion 18/14 refers).

3. THE RESULT OF THE STUDY BY THE ICAO SECRETARIAT

3.1 The study of the ICAO Secretariat was intended to propose an optimum way forward to increase the efficiency and effectiveness in the work of the SAT Group and enhance necessary coordination and collaboration with all regional groups concerned. The principles applied to prepare a proposed way forward consisted of the following:

- a) ensure consistent coordination with adjacent regions and informal groups in the planning and implementation of new initiatives;
- b) make the best use of expertise and experience available, and adopt existing best practices for enhanced coordination and collaboration among different groups;
- c) avoid unnecessary administrative and bureaucratic processes;
- d) adopt a more project-based approach in the initiation, monitoring and completion of work programmes; and
- e) ensure increased and dedicated support from a single ICAO Regional Office with sufficient expertise and experience in the work programme to be progressed.

4. PROPOSED WAY FORWARD

4.1 Closer and more consistent coordination with the planning and implementation regional groups (PIRGs) concerned can be made in the future through regular reports by the ICAO Regional Officers to the meetings of the PIRGs and their sub-groups concerned. Reports of these groups are to be brought to the attention of the Air Navigation Commission (ANC) and the Council for their action, as required.

4.2 The key work programme tasks of the SAT Group, in particular, those that could benefit from the experience and expertise well vested in a specific PIRG (e.g. data link services and performance-based operations in the NATSPG), can be advanced more efficiently through the establishment of an inter-regional coordination group. To consider the establishment of such a group between NATSPG and the SAT Group, namely “Atlantic Coordination Group (ACG)”, it is proposed that a coordination meeting with the key players from the NATSPG and the SAT Group, be convened as early as possible, but no later than at the end of 2018. The participants to the meeting will discuss the necessary working arrangements for the ACG and to identify solutions to improve coordination.

4.3 With respect to a more project-based approach it is recalled that the ICAO Council requested the Secretary General to provide guidance for PIRGs and regional aviation safety groups (RASGs) for inclusion in the PIRG and RASGs procedural handbooks (C-DEC 210/4 refers). The Secretariat should provide necessary guidance for the establishment of the ACG and the initiation, monitoring and completion of its work programmes.

4.4 In light of the above, the draft decisions are proposed as follows for adoption by the meeting:

Draft Decision 23/XX– Coordination between SAT Group and the PIRGs concerned

That :

The ICAO Secretariat should communicate all activities of the SAT Group through regular reports to the meetings of all PIRGs and their sub-groups concerned.

Draft Decision 23/XX– Establishment of an inter-regional coordination group (“Atlantic Coordination Group (ACG)”)

That:

The SAT Group supports the establishment of the Atlantic Coordination Group (ACG) and the convening of a coordination meeting before the end of 2018.

Draft Decision 23/XX– Designation of the ICAO Secretariat focal point to support the Atlantic Coordination Group (ACG)

That:

The ICAO Secretariat should designate a focal point to lead the efforts to convene a meeting to consider the establishment of the Atlantic Coordination Group (ACG) and to discuss necessary working arrangements.

Draft Decision 23/XX– Adoption of a project management approach in the work of the Atlantic Coordination Group (ACG)

That:

The SAT Group agrees that the Atlantic Coordination Group (ACG) should embrace a project management approach in the initiation, monitoring and completion of its work programme.

5. ACTION BY THE MEETING

5.1 The meeting is invited to:

- a) take note of the information provided in this working paper;
- b) discuss and adopt the draft decisions in paragraph 4;
- c) make additional proposals to enhance the efficiency and effectiveness of the SAT Group, as necessary.

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