



ICAO

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**Twenty seventh Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/27) and Tenth Meeting of the Regional Aviation Safety Group for the Africa-Indian Region (RASG-AFI/10), Joint sessions**

**4 and 8 November 2024**

**Agenda Item 3: APIRG and RASG-AFI Coordination**

**3.4. AFI Airspace Monitoring**

**Development in the South Atlantic Area**

*(Presented by Secretariat)*

<b>SUMMARY</b>	
<p>This paper provides developments in the South Atlantic area (SAT) regarding achievements, ongoing activities and issues to be brought to the attention of APIRG.</p> <p>Actions by the Meeting is in <b>paragraph 3</b></p>	
<b>REFERENCES</b>	
<ul style="list-style-type: none"> <li>• APIRG Procedural Handbook</li> <li>• SAT Handbook</li> <li>• Summary of discussions of SAT IMG/3 and the minutes of SAT IMG 4</li> <li>• Summary of discussions of SAT SOG/3 and the minutes of SAT SOG 4</li> <li>• Summary of discussions of SAT SG/1</li> </ul>	
<b>Strategic Objectives</b>	<b><i>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</i></b>

**1 INTRODUCTION**

1.1 The Group of the Improvement of Air Traffic Services over the South Atlantic (SAT) is a technical group whose membership encompasses ICAO Member States responsible for the provision of Air Traffic Services over the South Atlantic, associated Air Navigation Service Providers, and International Air Transport Association (IATA) as well as other relevant stakeholders. Member States are Angola, Argentina, Brazil, Cabo Verde, Cote d’Ivoire, France, Ghana, Morocco, Namibia, Portugal, Senegal, South Africa, Spain, Trinidad and Tobago and Uruguay. The SAT Area is made of fourteen (14) Flight Information Regions (FIR) as shown in **Appendix 1**.

- 1.2 The structure of the SAT Group includes three main bodies, an administrative group, the SAT Steering Group (SAT SG) and two working groups i.e. the SAT implementation management group (SAT IMG) and the SAT safety oversight group (SAT SOG). Several projects' teams are established under each body to plan and implement the SAT SG Decisions.
- 1.3 The SAT handbook section 1.4 b) and 2.3 states that the Africa–Indian Ocean Planning and Implementation Regional Group (APIRG) and all user States should be kept informed of new developments as well as the identification and resolution of air navigation deficiencies in the SAT area. In addition, section 7.1 of the SAT handbook requires that the SAT Steering Group (SAT-SG) shall report to APIRG through its Secretary and to other PIRGs through the accredited ICAO Regional Offices.
- 1.4 Since the AAO/SG6 meeting, several activities have been conducted in the SAT including meetings of the contributory bodies as well as activities of established projects teams with significant achievements. Key issues raised as well will also be brought to the attention of the meeting.

## 2 DISCUSSIONS

- 2.1 The SAT SG held its first meeting in virtual mode on 4 December 2023. Outcomes of the discussions included the call for the secretariat to report on the frequency allocation at each SAT SG meeting, the conduct of a feasibility study for the establishment of a SAT ATS event scrutiny group and in line with that, the call for the participation of AFI RSOOs in SAT Safety Oversight Group (SAT SOG) meetings, the development and implementation of action plans to address the lack of or incomplete reporting by the States of RVSM, PBCS and LHD data in the SAT area. The meeting also recommended that The SAT SG chair team coordinates with relevant PIRGs to agree on suitable options to receive adequate traffic forecast in the SAT area.
- 2.2 The third meeting of the SAT Implementation Management Group (SAT IMG) took place from 5 to 8 February 2024 in Santa Maria (Azores), Portugal with remote participation of some members. The meeting discussed matters related to ATS planning and implementation in the SAT area. Outcomes of the meeting included the adoption of the SAT ATM contingency plan (SAT Doc 002), the development and publication of a SAT OPS Bulletin to address the CPDLC logon issues for flights especially in the Dakar - Abidjan - Accra FIRs, and the change of ATS Route UN866 to bi-directional route in the EURSAM corridor.
- 2.3 The third meeting of the SAT Safety Oversight Group (SAT SOG 3) was held in Sao Paulo, Brazil, from 15 to 19 April 2024 with the remote participation of the EURNAT, ESAF and WACAF Regional Offices. Outcomes of the meeting included the establishment of a SAT project team to progress work on the determination of safety monitoring responsibilities and areas of applicability of ATM improvements in the SAT area in accordance with SAT SG/01 DEC05, which tasked the SAT IMG and SAT SOG relevant project teams to coordinate this work and to submit the final version to States for their review and contribution by 31 October 2024. A phased approach will be followed in this process which is aimed at facilitating safety assessment and reporting, as well as consistent implementation of new concepts and applications in the area.
- 2.4 The mandate of RMAs in the SAT was also discussed during SAT IMG 4 and SAT SOG 4 held in October 2024. It was highlighted that the scope of RMAs activities does not expand to the SAT area. Therefore, the two meetings came up with a similar recommendation that RMAs mandate must be amended to include monitoring of RVSM airspace operations in the SAT area. The proposed amendment to ARMA TORs is as **attachment A** to this paper.
- 2.5 From the three meetings, the issue of the areas of responsibility and applicability in the SAT area

appears to be crucial for both the safety oversight and the harmonization of implementation projects. It is anticipated that it will have a potential impact on the monitoring of air navigation operations in the interface areas with the continental airspace. APIRG and RASG-AFI should monitor more closely the developments in the SAT in order to better provide guidance for harmonization and coordination of applicable operational procedures.

- 2.6 The SAT IMG and SAT SOG meetings also raised the critical issue of data and information collection from States. It was reported that for monitoring purposes as well as surveys, very few AFI States which are SAT members were committed to the data and information sharing, thus preventing the effective conduct of the vertical collision risk estimation in the SAT area. It was also reported that the majority of AFI States were less involved in SAT Projects.
- 2.7 From a regional perspective, it was observed that there is no mechanism established for coordination between AFI States involved in the SAT, thus no sharing of information nor coordination of efforts on safety and implementation related matters. It was also noted that the rate of turnover of SAT focal points has become high due to changes in responsibilities at national levels. All these challenges make the contribution of AFI States in SAT activities less effective and less impacting.
- 2.8 There is a need for a change in the paradigm of AFI States implication into SAT business. AFI States may consider establishing a SAT AFI project team to coordinate efforts to address their common safety and implementation challenges thus contributing more effectively to SAT projects. Implication of Decision-makers in SAT steering Group meetings will also have a positive impact on the improvement of air navigation services in the area.

**3 ACTION BY THE MEETING**

3.1. The meeting is invited to:

- a) Note the information provided in this working paper;
- b) Endorse the draft conclusions and decision from AAO/SG related to the scrutiny of ATS events in the SAT as well as the SAT delineation project; and
- c) Consider the following draft conclusions and decisions.

<i>APIRG/27 Conclusion 27/XX: Traffic forecast in the SAT</i>	
<b>Why:</b>	<i>To support implementation in AFI FIRs with portion of airspace in the SAT area,</i>
<b>What:</b>	<ul style="list-style-type: none"> <li><i>a) SAT States to provide annual traffic statistics for the oceanic portion of their FIR to the accredited ICAO Regional office; and</i></li> <li><i>b) The traffic forecast in the SAT area be provided for short-term (1 year basis), medium-term (2 Years) and long-term (5 years) for EUR/SAM corridor and AORRA airspace between FL290 and FL410 inclusive.</i></li> </ul>
<b>Who:</b>	<ul style="list-style-type: none"> <li><i>a) SAT AFI States (Angola, Cabo Verde, Cote d'Ivoire, Ghana, Namibia, Senegal, South Africa)</i></li> <li><i>b) Secretariat, ARMA</i></li> </ul>
<b>When:</b>	<i>a) 31 December 2025</i>

	<i>b) Next APIRG 28</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: SAT AFI State's Traffic Statistics provided Metric 2: Traffic forecast provided	Means to collect data	Mean 1: APIRG reports

<b><i>APIRG/27 Conclusion 27/XX: Enhancement of AFI contribution in the SAT</i></b>					
Why:	<i>To ensure a collaborative and effective involvement of concerned AFI States in the SAT activities,</i>				
What:	<i>a) The Directors of Civil Aviation of Authorities of AFI SAT States are encouraged to effectively participate in the SAT Steering Group meetings; and</i>  <i>b) The Secretariat, in coordination with AFI SAT members, develop the SAT AFI project team Terms of Reference to be submitted to the next APIRG meeting for endorsement.</i>				
Who:	<i>a) DG CAA</i> <i>b) Secretariat</i>				
When:	<i>a) December 2024</i> <i>b) Next APIRG 28</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: DG CAA participation in SAT SG meetings Metric 2: SAT AFI project team TORs developed	Means to collect data	Mean 1: SAT SG reports Mean 2: APIRG 28 report

<b><i>APIRG/27 Decision 27/XX: Scope of ARMA activities</i></b>					
Why:	<i>To ensure comprehensive activities of ARMA in the entire AFI Region.</i>				
What:	<i>The amended terms of reference of ARMA, in attachment A, to incorporate monitoring and reporting of RVSM and PBCS operations in the SAT area, is endorsed</i>				

Who:	APIRG				
When:	8 November 2024				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: ARMA TORs endorsed	Means to collect data	Mean 1: APIRG 27 report

<b>APIRG/27 Decision 27/XX: AFI States commitment in the SAT Area</b>					
Why:	<i>To ensure effective commitment of AFI States in the SAT activities.</i>				
What:	<p>a) <i>AFI States in the SAT Area to ensure effective nomination and participation of SAT focal points to the SAT projects as well as in SAT data collection campaigns;</i></p> <p>b) <i>ARMA in coordination with the secretariat, conduct individual State workshop to address the issue of low data collection responses for safety performance monitoring in the SAT area; and</i></p> <p>c) <i>AFI States in the SAT Area to ensure effective and timely reporting of Large Height Deviations to ARMA and a Just Culture is adopted in their reporting culture.</i></p>				
Who:	<p>a) <i>SAT AFI Member States, SAT AFI ANSPs</i></p> <p>b) <i>ARMA, Secretariat</i></p> <p>c) <i>SAT AFI States</i></p>				
When:	08 November 2024				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	<p>Metric 1: Data provided by AFI States</p> <p>Metric 2: State’s focal points nominated</p> <p>Metric 3: Workshop conducted for identified SAT AFI States</p>	Means to collect data	<p>Mean 1: Data collection report</p> <p>Mean 2: State appointment letter</p> <p>Mean 3: Workshop results</p>

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APPENDIX 1

FLIGHT INFORMATION REGIONS IN THE SOUTH ATLANTIC AREA

