



ICAO

Second Meeting of the Steering Group of the Improvement of Air Traffic Services over the South Atlantic

(SAT/SG2)

Dakar, Senegal 9-12 December 2024

Agenda Item 3: Review of the subsidiary bodies' activities

3.2.2 Achievements in SAT SOG related Project Teams activities

ACTIVITIES OF SAT OCEANIC ERRORS SAFETY BULLETIN PROJECT TEAM (SAT OESB PT)

(Presented by SAT OESB PT)

SUMMARY	
<p>This paper highlights the development of the SAT Oceanic Errors Safety Bulletin (SAT OESB), designed to enhance safety and efficiency in South Atlantic airspace. It details key activities, challenges, and publicizing strategies. The Action by the Meeting is contained in paragraph 3.</p>	
<i>Strategic Objectives</i>	<ul style="list-style-type: none"> • Safety • Capacity and Efficiency

1 INTRODUCTION

1.1 The SAT Safety Oversight Group has activated three project teams (PT) to foster the best practices and safety culture on the SAT. The SAT Oceanic Errors Safety Bulletin Project Team - SAT OESB PT aims to establish a Bulletin based on the NAT OESB to provide guidance and best practices to operators in the SAT region to avoid errors and promote regional safety management.

1.2 The SAT Oceanic Errors Safety Bulletin (SAT OESB) enhances safety and efficiency in the South Atlantic (SAT) airspace. Developed with guidance from the SAT SOG, this bulletin aligns with the North Atlantic Oceanic Errors Safety Bulletin (NAT OESB), tailoring its content to address SAT-specific challenges.

1.3 The final draft of SAT OESB was presented at the fourth Meeting (virtual) of the South Atlantic Safety Oversight Group (SAT SOG/04) held from 01 to 04 October 2024.

1.4 Complete SAT SOG meeting documentation and summaries are available on the ICAO Secure Portal: <https://portallogin.icao.int/>. The Group name is SATSOG (all caps, no space).

2 DISCUSSION

Activities during 2024

- 2.1 The SAT OESB PT organized project files using a collaborative SharePoint folder. An online Word document served as the primary platform for drafting and revising content, with contributions tracked using editing tools and comments.
- 2.2 The bulletin's core topics were initially adapted from the NAT OESB, adopting the following topics:
 - a) Top Tips for Operators
 - b) General Guidelines
 - c) Large Height Deviations (LHD)
 - d) Contingencies
 - e) Strategic Lateral Offset Procedures (SLOP)
- 2.3 During the content development, the project team SMEs identified the need for specific content for SAT, addressing the following topics:
 - a) Operations in the EUR/SAM Corridor
 - b) Safety Culture
- 2.4 The project team's workload was estimated at 40 hours, distributed on eleven online meetings from March to September. The estimate includes content research, online collaboration, and eleven virtual meetings conducted over eight months via the MS Teams platform.
- 2.5 The team ensured that the bulletin's language, content, and format were accessible across various devices and suitable for its intended audience.

Outcomes, deliverables up to October 2024

- 2.6 The project team's initial findings were presented through a working paper during SAT SOG/03, emphasizing the importance of stakeholder engagement and the need for active participation from project team members. During that meeting, the working methods for the project team were also discussed, as initially, the project team leader planned to share the SME into two groups. However, the meeting recommended that the SMEs be kept in a single group to discuss the topics from different perspectives.
- 2.7 By September, a final draft of the SAT Oceanic Errors Safety Bulletin was finalized and presented at SAT SOG/04. Two format options were delivered, and the Canva template was selected for its ability to effectively engage the aeronautical community across different devices.

Challenges identified by the project team

- 2.8 Initially, it was challenging to secure nominations for project team members. Based on an assessment by the project team leader, additional subject matter experts (SMEs) were recruited to support the initiative.
- 2.9 During the first meetings, it was challenging to schedule them and maintain a high level of attendance. This challenge was addressed through proposals made during SAT SOG/03, which included establishing a fixed day for monthly project team meetings to improve participation. The SMEs and observers could plan their attendance in advance. The team recognizes that providing a 6-month project team meeting schedule improves predictability and ensures availability.
- 2.10 Due to the number of topics addressed by the bulletin, more than monthly meetings were needed to meet the project deadlines. To address this, the project team leader organized additional meetings in May, June, July, and August. The project leader recognizes that team members demonstrated outstanding commitment and engagement, ensuring the successful completion of tasks during these extra sessions.

Publicizing the SAT Oceanic Errors Safety Bulletin

- 2.11 The effective dissemination of the SAT Oceanic Errors Safety Bulletin (SAT OESB) is essential to maximize its impact and ensure its adoption by key stakeholders in the South Atlantic airspace. A well-structured publicity campaign will raise awareness about the bulletin's objectives and guidelines and encourage active engagement from operators, regulators, and other stakeholders. By leveraging diverse communication channels and

collaborating with influential organizations, the SAT OESB can be positioned as a cornerstone for enhancing regional safety and efficiency. Here are some suggestions to publicize it:

- a) Share the SAT OESB to SAT members and observer States via ICAO Secretariat letters;
- b) Request support from IATA and CANSO to share the bulletin on their channels; and
- c) Engage SAT members and observers States in distributing the bulletin through their national aviation bodies.

3 **ACTION BY THE MEETING**

3.1 The SAT SG is invited to:

- a) note the information provided;
- b) support the publication and distribution of the SAT OESB; and
- c) provide further guidance as necessary.

END