



**Second Meeting of the Steering Group for the continued Improvement of Air traffic Services
over the South Atlantic (SAT/SG2)
Dakar, Senegal, 9-12 December 2024**

Agenda Item 7: SAT issues that require action by the ICAO HQ.

The Atlantic Coordination Meeting

(Presented by IATA)

SUMMARY	
<p>The paper provides background information on the Atlantic Coordination Meeting (ACM) and highlights the relevance of its regular convening to ensure continued harmonization and coordination in the Atlantic.</p> <p>Action by the Meeting is in paragraph 3.</p>	
Reference	
<i>Strategic Objectives</i>	<p>A Safety</p> <p>B Interoperability, Harmonization, Capacity and Efficiency of Air Navigation</p>

1. INTRODUCTION

1.1 The Atlantic Coordination Meeting (ACM) served as a vital link for aligning oceanic operations between the North and South Atlantic. These gatherings were crucial for developing the informal working group structure within the SAT and formulating the respective Terms of Reference (ToRs) for the Implementation Management Group (IMG) and the South Atlantic Safety Oversight Group (SOG).

1.2 The ACM represents the sole platform for comprehensive stakeholder engagement and collaboration among working groups, member states, ICAO offices, and associated PIRGs. At the inaugural ACM, key collaborative priorities were outlined to synchronize efforts between the NAT and SAT, facilitating seamless operations across the Atlantic. ICAO offices were tasked with aiding coordination by appointing leaders for priority projects, and it was suggested that the Atlantic Coordination Meetings should occur annually to oversee the implementation processes led by ICAO Headquarters, given the involvement of various ICAO Regional Offices and PIRGs.

1.3 Subsequent ACMs further consolidated the SAT working structure and concentrated on enhancing safety and efficiency in the South Atlantic. Various actions were taken during these meetings to support implementation strategies and align the NAT and SAT working groups. This

included the establishment of a collaborative framework by the NAT Strategic Planning Group (NATSPG) to enhance communication between the NATSPG and SAT. However, several unresolved actions from ACM/02 still directly affect safety levels in the South Atlantic

2. DISCUSSION

2.1 The third ACM has been delayed since 2021 due to constraints within ICAO Headquarters. Although the SAT working groups have made progress, delays persist in executing established safety and efficiency initiatives.

2.2 The intended collaboration and structure between the NAT and SAT regions aimed at achieving interoperability in the Atlantic and providing crucial support to the SAT states have weakened over time. Progress among the SAT states has been slow and challenging, lacking a centralized forum or focal point previously provided by the ACM, which included all relevant stakeholders.

2.3 An ACM is essential for successfully harmonizing operations within the Atlantic and for the development of the SAT working group structure and related activities. Annual oversight is necessary for collaboration across ICAO Regional Offices and related PIRGs to ensure successful implementation, required oversight, and formalization of processes. Furthermore, the ACM would serve as a platform to assess the current SAT structure and address any necessary modifications, including the potential formal establishment of the SAT framework.

2.4 Currently, the SAT working group structure relies on support from the ICAO EUR/NAT Office in Paris for the Implementation Management Group (IMG) meeting and similarly, the ICAO SAM Office in Lima for the SAT SOG. This support is set to conclude for the IMG and SOG in 2025. Nominations and elections for meeting chairs will take place during this period, raising concerns about potential resource limitations for these roles. Addressing the next iteration of the SAT framework and strategy such as dedicated ICAO resources, and facilitation of the transition of the SAT IMG from the ICAO EUR/NAT Office should occur during an ACM, enabling all SAT stakeholders to establish consensus regarding potential IMG and SOG transitions and to address ICAO resource challenges. In the absence of a formal ICAO regional structure the ACM represents the sole forum that can convene all pertinent stakeholders who can identify processes to address support requirements, advance interoperability and technical efforts, progress safety enhancement recommendations, harmonize and create seamless operations across the Atlantic.

2.5 Considering the current situation, with multiple ICAO RO's having some level of responsibility in the SAT, the ACM must be viewed as the only viable regional mechanism to address the various issues stated. Lastly, the ACM has been well-documented as a progressive and goal-oriented forum and to date has made significant strides concerning the IMG and SOG work programmes in the SAT.

3. ACTION BY THE MEETIN

3.1 The SAT Steering Group is invited to:

- a) note the information provided; and
- b) support the convening of an ACM meeting in 1QTR/2025 to further bolster interoperability, harmonization activities and work programmes between the NAT and SAT.