

APPENDIX - B

Follow-up of SAT FIT/11 Conclusions and Decisions

SAT/FIT/11 Conclusion & Decision	Implementation Status
<p>Conclusion 11/01: <i>Application of Performance Based Communication and Surveillance (PBCS) Manual and the Global Operational Datalink (GOLD) Manual</i></p> <p>That,</p> <p>a) States, Air Navigation Service Providers (ANSPs) and users take necessary action to apply the technical and operational guidance provided in the Second Edition of Doc 9869 (Performance Based Communication and Surveillance (PBCS) Manual and the Global Operational Datalink (GOLD) Manual (Doc 10037) once published;</p> <p>b) States and ANSPs which have implemented CPLDC/ADS-C should make efforts to develop their systems performance using PBCS Manual and establish policies for operators regarding the use of PBCS in their airspace; and</p> <p>c) ICAO and States/ANSPs that have experience in the application of datalink should provide assistance under the No Country Left Behind (NCLB) initiative to States facing implementation challenges to ensure that communication and surveillance requirements are met by all SAT States.</p>	<p>Still Valid</p> <p>Still Valid</p> <p>Still Valid</p>
<p>Conclusion 11/02: <i>Correct application and usage of CPDLC Procedures</i></p> <p>That,</p> <p>States, ANSPs and Operators are urged to take appropriate actions to improve personnel knowledge of the system and ensure that ATS Units and operators apply the correct procedures to meet GOLD standards, with emphasis on reduction in usage of free-text, correct and proper usage of pre-formatted messages and correct application of AFN and LOGON procedures.</p>	<p>Still Valid</p>
<p>Conclusion 11/03: <i>Operational improvements and discipline in the use of datalink as the ICAO GOLD and PBCS Manual</i></p> <p>That,</p> <p>a) States/ANSPs and Airline Operators are urged to provide training to operational air traffic controllers and flight crew and ensure effective supervision to attain high standards and discipline in the application of datalink procedures and phraseology; and</p> <p>b) Develop and publish a FANS1/A EUR-SAM chart, with all relevant procedures (AFN, CPDLC transfers, ADS-C) details to inform operators of what parameters are being extracted from their FMS systems.</p>	<p>Still Valid</p> <p>Still Valid</p>
<p>Conclusion 11/04: <i>Operations in Voice and CPDLC Mixed-Mode Communication Environment</i></p>	

<p>That,</p> <p>States/ANSPs that have not yet done so are to publish in their AIP, the applicable communication procedures to avoid confusion in airspaces where both voice and CPDLC systems are used simultaneously by the same ACC where mixed-mode communication operations apply.</p>	<p>Still Valid</p>
<p>Decision 11/05: Adoption of a set of operational messages for the SAT region</p> <p>That,</p> <p>a) A Go-Team comprising of ATNS, ASECNA, GCAA, SAL, ANAC Argentina, Santa Maria, and IATA, with ASECNA as the Team Leader is established to coordinate the adoption of a set of pre-formatted datalink operational messages for application in the SAT region. Contact details of team members are to be sent to Madam DJIOLEU Micheline (djiroleumic@asecna.org) by 31st July 2016.</p>	<p>Still Valid</p>
<p>Conclusion 11/06: Report of FANS safety occurrences in the EUR SAM corridor</p> <p>That,</p> <p>EUR SAM States/ANSPs and IATA are requested to report FANS safety occurrences in the EUR SAM corridor using the format provided in Appendix to SATMA (CFRA)</p>	<p>Still Valid</p>
<p>Decision 11/07: Reactivation of the Central FANS Reporting Agency (CFRA) for the SAT region</p> <p>That,</p> <p>the Central FANS Reporting Agency (CFRA) for the SAT region is reactivated and:</p> <p>a) EUR SAM States/ANSPs and IATA nominate Focal Points by 31st July 2016 to coordinate actions and send reports to SATMA / CFRA for periodic FANS analysis;</p> <p>b) Focal Points are urged to share Datalink Service Providers’ monthly reports, and provide information regarding the status of the availability of the whole FANS end-to-end service from air to ground;</p> <p>c) SATMA to define reporting templates as PBCS by 31st July 2016; and</p> <p>d) Focal Points are urged to follow-up and study conclusions of CFRA annual reports available at www.satmasat.com and submit feedback to SATMA.</p>	<p>Completed</p> <p>Still Valid</p> <p>Still Valid</p> <p>Still Valid</p>
<p>Conclusion 11/08: Datalink Performance Analysis and establishment of a datalink Monitoring Agency</p> <p>That,</p> <p>a) States/ANSPs that implement datalink should conduct periodical performance analysis in the use of datalink and ensure that the target levels of safety and efficiency is maintained and improved upon when necessary;</p>	<p>Still Valid</p> <p>Still Valid</p>

<p>b) ICAO in collaboration with IATA is to discuss with States/ANSPs regarding the possibility of establishing a Datalink Monitoring Agency for the SAT region and consider the resources required for the establishment and operations of the monitoring agency; and</p> <p>c) SAT States/ANSPs review their respective FANS service statistics report provided by SITA on monthly basis, and as appropriate, share the report with CFRA to facilitate analysis and to consolidate service performance overview on FANS operations for SAT region.</p>	Still Valid
<p>Conclusion 11/09: <i>Datalink Services Provider Support</i></p> <p>That,</p> <p>States/ANSPs adhere to the support documentation provided by SITA in order to correctly report issues and access SITA support channels, providing the specific details that will allow SITA to perform proper investigations.</p>	Still Valid
<p>Decision 11/10: <i>Problem Report Investigation Service and Data Link Monitoring Agency</i></p> <p>That,</p> <p>SAT FIT investigates the possibility of Boeing providing Problem Report Investigation Service required by the PBCS framework, considering that Boeing provides the same service for the North Atlantic and other Oceanic regions.</p>	No longer Valid
<p>Decision 11/11: <i>Harmonization of operations of AIDC and OLDI systems in the SAT area</i></p> <p>That,</p> <p>In order to coordinate the harmonization and operations of ATM systems,</p> <p>a) A Go-Team comprising of ASECNA, ATNS, Santa Maria, SAL and GCAA, with ASECNA as the Team Leader and South Africa as Vice is established;</p> <p>b) SAT States/ANSPs should nominate focal points and provide details to the secretariat and Madam DJIOLEU Micheline (djiolumic@asecna.org) from ASECNA as the AIDC implementation Team Leader;</p> <p>c) The AIDC implementation Go-Team for the SAT region should in collaboration with their CNS WG, develop a checklist of implementation actions and submit a draft implementation plan and roadmap for the SAT region to the SAT FIT /12 meeting; and</p> <p>d) The Go-Team coordinates the development and adoption of a set of pre-formatted operational AIDC protocol messages for application between adjacent ACC in the SAT region.</p>	<p style="text-align: center; vertical-align: middle;">Completed</p> <p style="text-align: center; vertical-align: middle;">Completed</p> <p style="text-align: center; vertical-align: middle;">Still Valid</p> <p style="text-align: center; vertical-align: middle;">Still Valid</p>