

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE SEVENTH MEETING OF THE
SAT FANS 1/A INTEROPERABILITY TEAM
(SAT FIT/7)

(Las Palmas, Spain, 16-17 April 2012)

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PART I - HISTORY OF THE MEETING

1. Introduction

1.1 The Seventh Meeting of the SAT FANS 1/A Interoperability Team (FIT) was held at the **Lopesan Costa Meloneras** Hotel, Las Palmas, Spain, from 16 to 17 April 2012, at the kind invitation of Spain.

1.2 Mr. **Gabriel Novelles**, ATM Development Division AENA, welcomed the participants at the opening of the meeting and expressed his best wishes for a productive and successful meeting.

2. Officers and Secretariat

2.1 The meeting nominated Mr. **Johnny Smit**, (ATNS, South Africa), as its moderator.

2.2 Mr. **François-Xavier Salambanga**, CNS Regional Officer from the ICAO WACAF Office of Dakar, was the Secretary of the meeting.

3. Attendance

3.1 The meeting was attended by thirty three (33) participants from eight (08) ICAO contracting States namely, Angola, Brazil, Cape Verde, Cote d'Ivoire, Ghana, Senegal, South Africa, Spain, and five (5) International Organizations (ASECNA, IATA, IFALPA, SITA and ICAO).

3.2 The list of participants and their contact addresses is at **Appendix A** to this report.

4. Working languages

4.1 The meeting was conducted in the English language and the relevant documentation was presented in this language.

5. Agenda of the meeting

5.1 The meeting adopted the following agenda:

Agenda Item 1: Adoption of the Agenda

Agenda Item 2: Review of SAT/FIT/6 Report

Agenda Item 3: Review of ADS/CPDLC programmes and implementation activities in SAT FIRs

Agenda Item 4: System performance monitoring and maintenance

a. *Interoperability requirements*

b. *Safety monitoring aspects*

c. *Problem identification, reporting and resolution procedures*

Agenda Item 5: Review of the terms of reference of the FANS 1/A Interoperability Team and Future work programme

Agenda Item 6: Any other business

6. Conclusions and Decisions of the meeting

The meeting adopted seven (07) Conclusions and four (04), Decisions:

DRAFT LIST OF CONCLUSIONS

Number	Title
Decision SAT FIT 7/1	<p>ADS/CPDLC implementation status in the SAT Area That:</p> <p>a. SAT/FIT members continue to update the SAT ADS-C/CPDLC implementation and interoperability status table.</p> <p>b. South Africa and Ghana who have already successfully implemented ADS/CPDLC, endeavour to support Angola ADS/CPDLC project through an coordination mission and in conjunction with ICAO Regional Offices (WACAF/ESAF)</p>
Decision SAT FIT 7/2	<p>ADS-CPDLC operations by Airlines That:</p> <p>IATA continues encouraging Airlines to increase their level of participation in ADS-C/CPDLC operations in order to enhance safety and efficiency of operations within the SAT area.</p>
Conclusion SAT FIT 7/1	<p>CPDLC Transfer functionality That:</p> <p>ATS Units and Aircraft operators draw the attention of air traffic controllers to the use of recommended procedures to transfer a CPDLC connection from one ATS Unit to another and ensure the correct CPDLC transfer process.</p>
Decision SAT FIT 7/3	<p>CPDLC Auto transfer along UA560 between ARLEM and IPEKA (Dakar and Abidjan) That:</p> <p>ICAO WACAF regional Office assist Dakar, Abidjan and Monrovia (Roberts FIR) to convene a coordination meeting with the aim of addressing the current lack of CPDLC Auto transfer along UA560 between ARLEM and IPEKA (Dakar and Abidjan)</p>
Conclusion SAT FIT 7/2	<p>CPDLC Message Set That:</p> <p>a. ATS Units and Aircraft operators draw the attention of the controllers and flight crew members to the use of the preformatted message elements whenever applicable and strictly limit the use of free text messages to specific reports taking into consideration errors mitigation and economic impact when using FREE TEXT messages instead of preformatted messages.</p> <p>b. SITA to conduct a survey on FREE TEXT operation and report to FIT/8.</p>
Conclusion SAT FIT 7/3	<p>Data link Interoperability Environment in South Atlantic That:</p> <p>IATA encourages member airlines to take advantage of the Emirates Airline initiative to compile periodically a survey of ADS/CPDLC service in the South Atlantic.</p>
Conclusion SAT FIT 7/4	<p>Development of a Data link interoperability survey questionnaire That:</p> <p>A questionnaire to be developed and circulated by FIT Rapporteur for future surveys in the</p>

Number	Title
	South Atlantic.
Conclusion SAT FIT 7/5	<p>Implementation of ADS-C/CPDLC in SAT FIRs That:</p> <p>SAT States that have recently implemented ADS/CPDLC continue their efforts to mature the operation of the system taking into consideration the experience gained in the SAT region and assist where possible their neighbors that are planning the implementation of ADS/CPDLC.</p>
Conclusion SAT FIT7/6	<p>CFRA That:</p> <ol style="list-style-type: none"> a. CFRA function be included in the activity of SATMA with no additional funding and/or additional resources; b. SATMA to develop and forward information needed for CFRA function and a timescale for implementation; c. FIT States members to provide SATMA with support to perform CFRA functions; d. CFRA Terms of Reference to be reviewed accordingly
Decision SAT FIT 7/4	<p>GOLD Document That:</p> <p>SAT States shall endeavor to nominate focal points to the FIT Rapporteur (johnnys@atns.co.za) with copy to ICAO WACAF Office, in the aim of updating any changes to the GOLD Document by 31 May 2012.</p>
Conclusion SAT FIT 7/7	<p>Strategic Partnership to Reduce Emissions in the South Atlantic That:</p> <p>South Africa, Brazil and IATA introduce a Strategic Partnership to Reduce Emissions in the South Atlantic to improve energy efficiency through the development and implementation of environmentally friendly procedures for all phases of flight.</p>

II - REPORT ON DISCUSSIONS

2.1 Agenda Item 1: Adoption of the Agenda

2.1.1 The meeting elected Mr. Johnny Smit, Manager ATS Johannesburg ATNS and member of the South African delegation as Chairman and Rapporteur of the meeting. Subsequently the provisional agenda was discussed and adopted by the meeting as shown above.

2.2 Agenda Item 2: Review of SAT/FIT/6 Report

2.2.1 The meeting reviewed the Conclusions and Decisions adopted by the SAT/FIT/6 Meeting which was held in Recife Brasil, on 3rd May 2011 and discussed the status of implementation of each of them. Actually, the meeting reformulated or complemented all the conclusions and decisions related to the SAT/FIT/6 Meeting which were ongoing or still valid. As a result, the general status on the implementation of SATFIT/6 conclusions and decisions is shown at **Appendix B** to this report.

2.3 Agenda Item 3: Review of ADS/CPLC programmes and implementation activities in SAT FIRS

2.3.1 With regard to the implementation of ADS-C/CPDLC in the SAT area (ref. Decision SAT FIT 6/1) the status is as shown in the following table:

STATE/ACC	Implementation status/Target date	Remark
Dakar/Senegal	Implemented/August 2009	Full operational
Canarias/Spain	Implemented/August 2009	Full operational
Recife/Brazil	Implemented July 2009	Full operational
Abidjan/ Cote d'Ivoire	Implemented/August 2010	Full operational
Johannesburgh/South Africa	Implemented Feb 2005	Full operational
Ezeiza/ Argentina	First quarter 2012	Ezeiza pre-operational
Luanda/Angola	December 2012	At the implementation level
Accra/Ghana	December 2011	Full operational
Sal/Cape Verde	September 2011	Full operational
Montevideo/Uruguay	possible date 2012	At the planning level
Rochambeau/France	March 2011	Full operational
Piarco/Trinidad Tobaggo	Second half 2012	Preoperational

2.3.2 The meeting noted the progress made by SAT members in the implementation of ADS-C/CPDLC and recalled the need to ensure harmonization and interoperability between systems by updating the information shown in the table above so as to enable all SAT members to have a common view of the status of implementation of ADS-C/CPDLC in the SAT area.

2.3.3 The meeting also expressed its concern on the low pace of evolution of the implementation process in Luanda FIR that was planned to be quipped and fully operational on December 2011. Moreover the absence of Angola Air Navigation Service Provider did not make it possible to have an exact date by which Luanda FIR intends to be fully equipped. The meeting therefore tasked South Africa and Ghana to assist Angola project through a coordination mission under the auspice of ICAO Regional Offices (WACAF and ESAF). To this effect, the meeting agreed on the following decision:

Decision SAT/FIT7/01: ADS/CPDLC implementation status in the SAT Area

That:

- a. SAT/FIT members continue to update the SAT ADS-C/CPDLC implementation and interoperability status table.
- b. South Africa and Ghana who have already successfully implemented ADS/CPDLC endeavour to support Angola ADS/CPDLC project through a coordination mission and in conjunction with ICAO Regional Offices (WACAF/ESAF)

2.3.4 The meeting recognized also the growth of the fleet currently fully equipped and operating ADS-C/CPDLC in many SAT FIRs. Approximately **60%** out of the total flights within the EUR/SAM Corridor are equipped. However it was noted that some flights do not still take advantage of this surveillance service existing in that area. The meeting encouraged IATA to pursue sensitizing its members on the advantage of ADS-C/CPDLC in the enhancement of Air Navigation safety and efficiency in SAT area. The meeting therefore reformulated the following decision:

Decision SAT/FIT7/02: ADS-CPDLC operations by Airlines

That IATA continues encouraging Airlines to increase their level of participation in ADS-C/CPDLC operations in order to enhance safety and efficiency of operations within the SAT area.

2.3.5 The attention of the meeting was drawn to the incorrect of the CPDLC functionality including the ability to transfer a CPDLC connection from one ATS Unit to another and the CPDLC transfer process. The recommended procedures in the event of a failed CPDLC transfer were discussed/presented. The meeting agreed on the following conclusion:

Conclusion SAT/ FIT7/01: CPDLC Transfer functionality

That ATS Units and Aircraft operators draw the attention of air traffic controllers to the use of recommended procedures to transfer a CPDLC connection from one ATS Unit to another and ensure the correct CPDLC transfer process.

2.3.6 The meeting also discussed concerning the current lack of auto transfer along UA560 between ARLEM and IPEKA (Dakar and Abidjan) due to the portion of this route within Roberts FIR, not currently CPDLC equipped. It was agreed that technical measures will be undertaken by Dakar and Abidjan tending to ensure auto transfer along UA560 in collaboration with Roberts FIR. The meeting also required ICAO Regional WACAF Office to assist the three centers through a coordinating meeting on this issue. The following decision was adopted:

Decision SAT/FIT7/03: CPDLC Auto transfer along UA560 between ARLEM and IPEKA (Dakar and Abidjan)

That ICAO WACAF regional Office assist Dakar, Abidjan and Monrovia (Roberts FIR) to convene a coordination meeting with the aim of addressing the current lack of CPDLC Auto transfer along UA560 between ARLEM and IPEKA (Dakar and Abidjan).

2.4 Agenda Item 4: System performance monitoring and maintenance

2.4.1 The meeting was provided with a snapshot of CPDLC utilization by pilots and controllers, indicating the CPDLC message elements interchanged, as well as presenting the uplink and downlink percentage use per element types. The meeting noted that the most frequent uplink message element was the “freetext” (by far the most used - more than 50%). For downlink elements, the most common ones are the responses “ROGER” (and “WILCO) required as a response to an uplink freetext request. The meeting therefore recalled that the strict adherence to the use of preformatted messages when ever applicable is a safety requirement. In order to have a complete view on the freetext utilization within the SAT area, the meeting required SITA to conduct a comprehensive survey on freetext and report to n FIT/8 and agreed to the following conclusion:

Conclusion SAT/FIT7/02: CPDLC Message Set

That:

- a. ATS Units and Aircraft operators draw the attention of the controllers and flight crew members to the use of the preformatted message elements when ever applicable and strictly limit the use of free text messages to specific reports taking into consideration errors mitigation and economic impact when using FREE TEXT messages instead of preformatted messages.**
- b. SITA to conduct a survey on FREE TEXT operation and report to FIT/8.**

2.4.2 The meeting was informed on the involvement of Emirates Airline in conducting its internal survey on ADS-C/CPDLC service in the South Atlantic. This initiative gives the opportunity to assess the level of ADS-C/CPDLC service provision and Emirates Airline intends to pursue and extend its initiative to continental FIRs such as Brazzaville and N’Djamena FIRs. The meeting encouraged this initiative and invited IATA to encourage its members to take example of Emirates and compile periodically a survey aiming to identifying problems and improving the level of services in SAT airspace. The following conclusion was adopted.

Conclusion SAT/FIT7/03: Data link Interoperability Environment in South Atlantic

That IATA encourages member airlines to take advantage of the Emirates Airline initiative to compile periodically a survey of ADS/CPDLC service in the South Atlantic.

2.4.3 The meeting tasked the rapporteur to develop a questionnaire aiming to facilitating the collection and compilation of ADS-C/CPDLC operations data. The following conclusion was formulated:

Conclusion SAT/FIT7/04: Development of a Data link interoperability survey questionnaire

That a questionnaire be developed and circulated by FIT Rapporteur for future surveys in the South Atlantic.

2.4.4 The meeting was provided with the status of implementation of ADS-C/CPDLC in Accra FIR with trials undertaken by airlines operating within the FIR (South African Airlines- 39.88%, Emirates Airlines-14.10%, Virgin Atlantic Airlines-8.12% and many other continental airlines including Air France, Delta, United, British Airways).

The meeting noted the efforts made and encouraged the States that have recently implemented ADS-C/CPDLC to continue maturing the operation of the system.

The following conclusion was formulated:

Conclusion SAT FIT 7/05: Implementation of ADS-C/CPDLC in SAT FIRs

That SAT States that have recently implemented ADS-C/CPDLC continue their efforts to mature the operation of the system taking into consideration the experience gained in the SAT region and assist where possible their neighbors that are planning the implementation of ADS/CPDLC.

2.4.5 SATMA presented the report activities of the EUR/SAM Corridor during 2011 in accordance with the mandate to it given by the SAT/FIT. The report was based on records from the ADS/CPDLC System of the Canarias FIR (SACCAN). Valuable information was provided by ASECNA in the study.

The study outlined:

- The compilation and the analysis of the traffic data;
- The data link utilization by aircraft;
- The automatic dependence surveillance operations;
- The controller - pilot data communications exchange;
- The potential problems identified

2.4.6 In summary, it is noted that approximately 94, 89% out of the total flights within the EUR/SAM Corridor are announced by their flight plan, FANS equipped flights. Approximately **60%** out of the total flights within the EUR/SAM Corridor connect to SACCAN (though percentage dropped down the last two months), having connected nearly all of FANS equipped aircraft (around 95%). Also, the vast majority of logged-on flights connect to CPDLC application (all months except June and August, between 93% and 96% of the logged-on flights). Finally, the number of aircraft (i.e. number of different aircraft registrations) flying over the EUR/SAM Corridor and making use of FANS services is between 208 and 246 per month.

2.4.7 SATMA informed the meeting that AENA, on behalf of SATMA, volunteers for the performing of the CFRA functions, assuming this role with no additional funding and/or additional resources in collaboration with other ATSP and/or stakeholders. The CFRA function shall be included in the activity of SATMA with no additional funding and/or additional resources. SATMA shall also develop and forward information needed for CFRA functions and a timescale for implementation to all SAT states. In support of aforementioned functions, SAT FIT States members shall provide SATMA with support to perform CFRA functions and the CFRA Terms of Reference will be reviewed accordingly.

Conclusion SAT/FIT7-09: Central FANS Reporting Agency (CFRA)

That:

- a. CFRA function be included in the activity of SATMA with no additional funding and/or additional resources;**
- b. SATMA to develop and forward information needed for CFRA function and a timescale for implementation;**
- c. FIT States members to provide SATMA with support to perform CFRA functions;**
- d. CFRA Terms of Reference to be reviewed accordingly.**

2.4.8 An update to proposed changes to the GOLD Document for the Web 4.1 meeting in May 2012 was provided by the Rapporteur. It was noted the low pace of participation of SAT States to the process of the changes on GOLD Document. The meeting encouraged SAT State to nominate focal points in charge of updating any changes to the GOLD Document. The following decision was formulated:

Decision SAT FIT 7/4: GOLD Document

That SAT States endeavor to nominate focal points to the FIT Rapporteur (johnnys@atns.co.za) with copy to ICAO WACAF Office, in the aim of updating any changes to the GOLD Document by 31 May 2012.

2.5 Agenda Item 5: Review of the terms of reference of the FANS 1/A Interoperability Team and Future work programme

2.5.1 The meeting reviewed and updated the Terms of reference and future work programme of the FANS 1/A Interoperability Team (FIT) as shown at **Appendix C** to this report.

2.6 Agenda Item 6: Any other business

2.6.1 The meeting was presented with the Strategic Partnership to Reduce Emissions in the South Atlantic, which will aim, similar to the ASPIRE and INSPIRE initiatives, to improve energy efficiency through the development and implementation of environmentally friendly procedures for all phases of flight.

2.6.2 SAT/FIT was invited to discuss the practical aspects of the Strategic Partnership to Reduce Emissions in the South Atlantic establishment in the Region and discussed a series of recommended procedures, practices and services that have been demonstrated or have shown the potential to provide efficiencies in fuel and emissions reduction management. They encompass all phases of flight from *gate-to-gate*, and are designed to reflect the requirements, in particular but not limited to, long haul flights that typically exceed 8 hours in duration. The following improvement areas/solutions were given as examples:

- a) Surface Movement and Runway Monitoring;
- b) Departure Management and En Route/Oceanic Transition;
- c) User Preferred Routes (UPRs);
- d) Dynamic Airborne Reroute Procedures (DARP);
- e) Oceanic Separation Reductions;
- f) Reduced Vertical Separation Minima (RVSM);
- g) Flexible Track Systems;
- h) Time Based Arrivals Management;
- i) Optimum Profile Descents (OPD);
- j) OPD via Tailored Arrivals;
- k) Performance Based Navigation (PBN) Implementation;

2.6.3 The meeting took note of the Strategic Partnership to Reduce Emissions in the South Atlantic initiative and other Regional ATM initiatives and called upon South Africa, Brazil and IATA for the introduction of a Strategic Partnership to Reduce Emissions in the South Atlantic to improve energy efficiency through the development and implementation of environmentally friendly procedures for all phases of flight. The following conclusion was formulated:

Conclusion SAT FIT 7/07: Strategic Partnership to Reduce Emissions in the South Atlantic

That South Africa, Brazil and IATA introduce a Strategic Partnership to Reduce Emissions in the South Atlantic to improve energy efficiency through the development and implementation of environmentally friendly procedures for all phases of flight.

Next SATFIT meeting

2.6.4 The organization of the next SAT FIT meeting will be coordinated with FIT group members. It will be held back to back with the next SAT18 meeting to be convened in the second quarter of 2013. FIT members will be timely informed of the final agreed date and venue for the next FIT meeting.

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Appendix A to the Report

**Seventh Meeting of the FANS I/A Interoperability Team (SAT/FIT/7)
(Las Palmas, Spain, 16-17 April 2012)**

**LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES
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Appendix B to the Report

Status of Conclusions related to SAT/FIT/6 Meeting

Number	Title and statement	Implementation status	Remarks
Decision SAT FIT 6/1	<p>ADS/CPDLC implementation status in the SAT Area</p> <p>That SAT/FIT members that have not done so, provide the Rapporteur with ADS-C/CPDLC implementation and interoperability status in order to complete a follow up table that will be distributed to all.</p>	Still valid	Ongoing; discussed under agenda item 3 by SATFIT/7 meeting and relevant conclusions/decisions taken
Conclusion SAT FIT 6/1	<p>ADS-CPDLC operations by Airlines</p> <p>That IATA continues encouraging Airlines to increase their level of participation in ADS-C/CPDLC operations in order to enhance safety and efficiency of operations within the SAT area.</p>	Ongoing	IATA reported to this meeting on the subject matter.
Conclusion SAT FIT 6/2	<p>CPDLC message set</p> <p>That ATS Units and Aircraft operators draw the attention of the controllers and flight crew members to the use of the preformatted message elements when ever applicable and strictly limit the use of free text messages to specific reports.</p>	Ongoing	ANSPs and operators reported on this issue
Conclusion SAT FIT6/3	<p>CFRA</p> <p>That</p> <p>1) The meeting calls for an ANSP to volunteer for the performing of the CFRA functions</p> <p>2) The rapporteur consider the possibility for technical services providers to present their offers for the performing of CFRA functions, including a cost recovery system.</p>	Still valid Ongoing	It should be recalled that South Africa had kindly offered to perform CFRA functions pending a final solution. The issue of CFRA was discussed under agenda item 4 of this meeting.
Decision SAT FIT 6/2	<p>System Performance Monitoring</p> <p>That</p> <p>1) SATMA will provide the SATFIT Rapporteur with the existing procedure developed for the identification, reporting and resolution of system performance shortcomings in aspects related to CFRA.</p> <p>2) This procedure will be distributed by the SATFIT rapporteur to SAT members</p>	Still valid	The Rapporteur may to reported to the meeting on this issue

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Number	Title and statement	Implementation status	Remarks
	for CFRA data collection by 31 May 2011		
Conclusion SAT FIT 6/4	OPTIMI That SAT members support the OPTIMI initiative to integrate current technologies and procedures for the improvement of safety across the Atlantic.	Ongoing	
Decision SATFIT 6/3	SAIRE That SAT members take note of the SAIRE initiative and other Regional ATM initiatives, to improve energy efficiency and lower aircraft noise through the development and implementation of environmentally friendly procedures for all phases of flight. This initiative will be referred to the SAT16 meeting for consideration.	Completed	

APPENDIX C**TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION
OF THE SAT FANS 1/A INTEROPERABILITY TEAM (SAT/FIT)**

1. The SAT FANS 1/A Interoperability Team (SAT/FIT) has been established to oversee FANS 1/A system performance monitoring to ensure that the system continues to meet safety and interoperability requirements and that operations and procedures are working as specified.
2. The FIT main objectives are to:
 - a) Monitor and harmonize ADS/CPDLC **operations and** trials being carried out by SAT States and adjacent States;
 - b) Review identified problem reports and determines appropriate resolution;
 - c) Develop interim operational procedures to mitigate the effects of problems until such time as they are resolved;
 - d) Monitor the progress of problem resolution;
 - e) Prepare summaries of problems encountered and their operational implications;
 - f) Assess system performance based on information in Central FANS Reporting Agency (CFRA) periodic reports;
 - g) Co-ordinate system testing; and
 - h) Ensure harmonization of ADS/CPDLC procedures (**operations and maintenance**)

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WORK PROGRAMME OF THE SAT FANS 1/A INTEROPERABILITY TEAM

WORK PROGRAMME		
TASK No.	SUBJECT	TARGET DATE
1.	Oversee FANS 1/A system performance monitoring to ensure that the system continues to meet safety and interoperability requirements and that operations and procedures are working as specified.	Continuous
2.	Carry out studies on the establishment of a sustainable central reporting agency (CRA) and related institutional issues	Completed
3.	Harmonize ADS/CPDLC programmes developed by SAT States/FIRs.	Continuous
4.	Assist member States with cost-benefit aspects related to their implementation of ADS/CPDLC programmes.	Continuous
5.	Maintain ADS/CPDLC operational guidance material updated.	Continuous
6.	Conduct studies related to the implementation of the Global ATM Operational Concept and other enabling concepts within the SAT area in the fields of Communication and Surveillance.	Continuous
<i>Note: The SAT FIT should submit its meeting reports and proposals to the SAT Working Group.</i>		
COMPOSITION		
<ul style="list-style-type: none"> • <i>The SAT FANS-1/A Interoperability Team (FIT) of multi-disciplinary nature shall comprise of experts from States responsible of FIRs in AFI and SAM routing areas AR1/AH2 and AR2/AH8 as defined in the Global Air Navigation Plan (ICAO Doc 9750), and experts from adjacent FIRs and international organizations.</i> • Team Leader: South Africa 		
<ul style="list-style-type: none"> • WORKING ARRANGEMENTS: THE SAT FIT SHOULD COMPLETE ITS WORK AND SUBMIT ITS PROPOSALS TO THE SAT ATM WORKING GROUP. THE SAT FIT SHOULD WORK THROUGH ELECTRONIC CORRESPONDENCE PRIOR TO MEETINGS. 		
