

# APPENDIX B-2

## Status of Conclusions and Decisions related to SAT/20 Meeting pertaining to CNS field

### Agenda Item 3: Communications, navigation and surveillance (CNS)

Conclusions and Decisions	Implementation Status	Remarks
<b>3.1 Follow up of SAT/20 Conclusions pertaining to the CNS field</b>		
<b>Conclusion 20/12: Mitigation of missing Flight Plans</b>  <b>That;</b>  <b>Administrations/Organizations who have not done so establish the multidisciplinary local missing Flight Plans investigation groups including airlines and collect the data on missing Flight Plans to be sent to ASECNA for compilation with copy to their neighboring concerned centres.</b>	Still valid	<b>Portugal, Ghana: Implemented</b>
<b>Conclusion 20/13: Sensitization of airlines on missing Flight Plans</b>  <b>That;</b>  <b>SAT ACCs duly:</b> <b>a) Identify airlines involved in missing Flight Plans and inform their representatives and IATA;</b> <b>b) Publish and share their statistics on missing flight plans.</b>	Still valid	<b>Portugal:</b> <b>a) Not implemented</b> <b>b) Implemented</b>
<b>Conclusion 20/14: Performance of CNS infrastructure</b>  <b>That;</b>  <b>SAT ANSPs ensure optimal performance of CNS infrastructure in order to maintain an agreed minimum level of quality of Air Navigation Service</b>	Still valid	<b>Portugal, Cabo Verde: Implemented</b>
<b>Conclusion 20/15: Quality of service of air/ground datalink</b>  <b>That;</b>  <b>ANSPs take opportunity of the existing VSAT Networks to ensure the availability of the air/ground data link to support ADS-C/CPDLC in particular:</b>	Still valid	<b>Portugal, Argentina: Implemented by land lines</b> <b>ASECNA: Implemented by AFISNET</b>

<p>a) Direct connection between the ACC and the Communication Service Provider hub via the VSAT Network;</p> <p>b) Conduct of statistics of performance and reporting</p>		<p>Cabo Verde: redundancy through land lines</p> <p>Cote d'Ivoire: Available in Abidjan</p>
<p><b>3.3 Improvement of CNS system in the SAT Region (AMHS, AIDC, ADS-B)</b></p>		
<p><b>Conclusion 20/16: Implementation of AMHS</b></p> <p>That;</p> <p>SAT ANSPs align their plan and projects of implementation of AMHS in accordance with the Table attached in Appendix F.</p>	<p>Still valid</p>	<p>Portugal: Implemented in Lisbon ACC</p> <p>GCAA: Implemented and is looking at starting trials with AMHS equipped neighboring FIRs</p>
<p><b>Conclusion 20/17: Implementation of AIDC</b></p> <p>That;</p> <p>SAT ANSPs;</p> <p>a) Consider ICAO SARPs and guidance to ensure AIDC capability for new ATM systems or</p> <p>b) Conduct with their manufacturer an assessment for possible update of their current ATM systems to be compliant with AIDC in accordance with the Table attached in Appendix G and accordingly implement AIDC as ATN ground/ground component</p>	<p>Still valid</p>	<p>Portugal: Implemented in Santa Maria ACC</p> <p>GCCA is installing a new ATM system by December 2016</p> <p>GCAA has started discussions with neighboring FIRs on the possibility of AIDC exchanges after this installation.</p>
<p><b>Conclusion 20/18: Interconnection of VCCS</b></p> <p>That;</p> <p>ANSPs are encouraged to implement VoIP capability on their VCCs in accordance with the time frame of ICAO ASBU Block 0 to ensure the transition to a future IP based voice communication as planned in the ICAO Global Air Navigation Plan (GANP Doc. 9705)</p>	<p>Still valid</p>	<p>Ongoing.</p> <p>GCAA in discussions with manufacturer to see the possibility of an upgrade of the current VCCS, to be able to provide VoIP capability</p>
<p><b>Decision 20/19: Terms of Reference s and work programmes of the SAT Group</b></p> <p>That;</p> <p>The Terms of Reference and Work Programme of the SAT ATM/WG, IAS/SG &amp; CNS/WG are adopted as attached at Appendix L.</p>	<p>Implemented</p>	