



APPENDIX N

Conclusions and Conclusions of SAT FIT/13

CONCLUSION	
SAT/FIT/13/01: Develop of SAT Region specific datalink reporting requirements and responsibilities	
What: That, all stakeholders contribute to the relevant reporting requirements for ICAO provisions.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: In order to facilitate planning of datalink implementation and oversee the actual implementation.	
When: Before SAT/FIT/14	Status: Adopted by SAT/FIT/13
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: Stakeholders, Go Team.	

CONCLUSION	
SAT/FIT/13/02: Increase the coordination of datalink monitoring between RMAs	
What: That, based on the SAT FIT discussions, SATMA is requested to initiate the process to update its ToRs for PBCS monitoring in the EUR/SAM corridor; and SAT States are invited to support the PIRGs activities in updating the RMA ToRs accordingly for PBCS monitoring and enhance the coordination & collaboration between the involved RMAs, especially ARMA, CARSAMMA, DLMA and SATMA.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To ensure compliance with monitoring provisions.	
When: Before SAT/FIT/14	Status: Adopted by SAT/FIT/13
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: RMAs	

CONCLUSION
SAT/FIT/13/03: Equipage and Usage of CPDLC in the Oceanic Airspace



What: That, Operators are urged to take appropriate measures to equip their aircraft with CPDLC and ensure its proper usage in the interest of safety, as CPDLC is expected to remain a reliable mean of communication in oceanic airspace for a long time.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: CPDLC is expected to remain a reliable mean of communication for air navigation safety in oceanic airspace for a long time.		
When: Before SAT/FIT/14		Status: Adopted by SAT/FIT/13
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: IATA, Airlines, ANSPs, RMAs		

CONCLUSION SAT/FIT/13/04: Survey on aircraft datalink capabilities		
What: That, States and ANSPs, in collaboration with users and airlines, conduct an aircraft equipage survey.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: In order to facilitate planning of datalink implementation.		
When: Before SAT/FIT/14		Status: Adopted by SAT/FIT/13
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: ANSPs, IATA, airlines.		

Decision 13/05: Terms of Reference and Work Programme of the SAT/FIT
That,

The TOR and work programme of the SAT/FIT team are amended as per Appendix F to this report.

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