



## SIXTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC (SAT/16)

(Recife, Brazil, 04-06 May 2011)

### Agenda item 2: Communications, Navigation, Surveillance (CNS)

#### 2.2 Review of AFS Performance

*(Presented by the Secretariat)*

#### SUMMARY

The WP presents to the meeting the performance of the Aeronautical Fixed Service in the SAT area.

**REFER:** Reports of SAT15, SAT/FIT/5 Meetings  
Report CNMC 1 meeting; Report of APIRG 17; Report of SP AFI/RAN  
DOC. 7474 (Rec. LIM/AFI; RAN/AFI7; RAN/AFI/6)

**Action By the Meeting:** See paragraph 3

### 1. Introduction

1.1 The Aeronautical Fixed Service (ATS/DS, AFTN) in SAT is supported by the CAFSAT Network which is a trans-regional network comprising the AFI, EUR, NAT and SAM areas. The AFS performance is related to the performance of this Network. Since its implementation, it has been solving the gaps previously noted and it remains a support available for the implementation of CNS/ATM systems and in particular for the ground components of the ATN (AMHS, Surveillance data Exchange...).

### 2. Discussion

#### 2.1 Performance of AFS on CAFSAT network

The AFS data collection on CAFSAT here presented is based on the data transmitted by some States in particular Cote d'Ivoire, Senegal, Mauritania through ASECNA and Morocco.

It does not cover all the links of the Network. However the portion here considered can be representative of the network main circuit's performance.

##### 2.1.1 ATS/DS

The diagrams of availability of the main ATS/DS circuits for Nouakchott and Dakar centres are presented in **Appendix A**. It can be noted that service availability has been satisfactory in general, during year 2010 and for the first quarter of year 2011..

### 2.1.2 AFTN

For the AFTN the behavior of the network is satisfactory in general along year 2010 except some dysfunctions between Dakar and Rio that affected the availability rate on October (96.10%) and December 2010 (96.12%) Dakar and Johannesburg on January 2010 (90.39%) and March 2011(86.59%). A sample of AFTN data statistics for Dakar and Nouakchott COM centers for year 2010/2011 is presented in **Appendix B**.

### 2.1.3 AFS Performance Data collection process

**2.1.3.1** As stated in 2.1, it should be noted that, in spite of recommendation **9/4 of RAN AFI/7 (Performances of AFTN circuits)** and decision **16/12 of APIRG/16 (Follow up of the performances of the Aeronautical Fixed Service)**, some States still do not submit the necessary information in due time.

**2.1.3.2** The issue of the Aeronautical Fixed Service statistic Data collection was discussed by APIRG/17 which noted that only 20 percent of States in the AFI Region responded to AFI/7 recommendations calling States to send the monthly AFTN availability statistics to the ICAO Regional Offices.

Through Conclusion 17/14 the meeting encouraged States to implement these conclusions and recommendations and requested ICAO through Conclusion 17/15, to develop a web based data collection centre where States can key in directly the AFTN statistical data for compilation and analysis. These conclusions read as follows:

#### **CONCLUSION 17/14: AFTN MONTHLY STATISTICAL DATA**

*That, States which have not done so, follow up on and implement Recommendation 9/4 of AFI/7 (Performance of AFTN Circuits) and Decision 16/12 of APIRG/16 (Follow up of the performances of the aeronautical fixed service) by forwarding to the Regional Offices the AFTN Monthly Statistics (missing flight plans status, transit time statistics).*

#### **CONCLUSION 17/15: DEVELOPMENT OF AN AFTN DATABASE**

*That:*

- a) States provide AFTN centers with statistics software for the automation of AFTN data collection; and*
- b) ICAO develops a secured data base to facilitate web-based electronic compilation of AFTN statistical data collection and monitoring.*

**2.1.3.3** The current mechanism of collection of the statistic data for AFS seems to do not be the suitable methodology to easily provide the Regional Offices with the raw material for analysis.

It should be advisable that the SAT State develop an electronic data based tool and adopt a suitable methodology for the validation of the integrity of the data in accordance with SARPs stated in Annex X Volume III Chap 8

These functionalities should be taken into consideration when purchasing the AFS new facilities and accordingly be integrated in the technical specification.

### 3. Actions by the meeting

#### 3.1 The meeting is invited to:

- a) Note the information provided in the present WP;
- b) Maintain and consolidated AFS Performance
- c) Examine the way to develop an electronic tool for the collection and analysis of AFS performance statistics Data in view to improve FR+S within SAT States

.... END ....



## Appendix B

**Years 2010/2011 Availability of AFTN circuits on Dakar COM Center**

		Year 2010												Year 2011		
Centres		Jan	Feb	Mar	Ap	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
<b>DAKAR</b>		<b>AFTN</b>														
	<b>SAL</b>	100	100	99,9	100	100	99,9	100	100	97,77	98,3	100	98,25	100	100	99,87
	<b>RIO</b>	100	100	100	100	100	99,9	100	99,9	99,58	96,1	99,7	96,12	99,34	99,73	99,13
	<b>LAS</b>	98,84	99,94	99,1	100	100	99,3	99,68	99,6	99,53	99,9	100	99,91	100	100	100
	<b>JOB</b>	90,39	100	99,4	98	100	99,9	100	100	99,81	100	100	100	100	100	86,59
	<b>CAS</b>	100	100	100	100	99	99,9	100	100	99,81	100	99,92	100	100	100	99,88

		Year 2010												Year 2011		
Centres		Jan	Feb	Mar	Ap	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
<b>NOUAKCHOTT</b>		<b>AFTN</b>														
	<b>CAS</b>	100	96,28	100	90	84	97,9	100		100	100			100	100	100
	<b>LAS</b>	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

Circuit available but Not Operating