

## Agenda Item 7.4 – Status of the NAFISAT Network Data Collection

(Presented by ATNS)

### 19<sup>th</sup> NAFISAT Supervisory Board Meeting

Mogadishu, Somalia, 14 – 17 October 2024

#### SUMMARY

The current NAFISAT billing data used for billing of the networks is at risk of being compromised due to the ICAO requirements for states to transition from AFTN (Serial Communication) to AMHS (IP based communication). The serial communication method was advantageous to the collection of data for the purposes of billing for FIR crossings on the NAFISAT network. The paper aims to outline options to be adopted to ensure the continuation of data collection for the purposes of the network billing and its financial sustainability.

#### References:

- NAFISAT MOU / Bilateral agreements

### 1. Background

1.1. The NAFISAT is a closed SATCOMS network providing aeronautical fixed services in the NAFISAT region. Primary services provided on the network are:

- 1.1.2. AFTN data services
- 1.1.3. ATS/DS voice services, and
- 1.1.4. AHMS

The ICAO requirement for states to transition from AFTN to AMHS is being coordinated and tracked in the AFI region through the ICAO APIRG (Africa-Indian Ocean Planning and Implementation Regional Group). States that have invested in AMHS capable infrastructure are now transitioning their AFTN links to IP based AMHS links.

1.2. Agreed NAFISAT Network Data Collection Methodology

- 1.2.2. The standard Bilateral Agreements that have been signed by Member States do not specify the data collection method for the purposes of billing on the network.
- 1.2.3. This is a challenge, since without flight plan data, billing on the network cannot occur.

### 2. Solutions to Mitigate the Risk

2.1. Solution 1

The first solution is for each of the states to forward, to FAOR, any Flight Plan related (AFTN /AMHS) messages that will cross the FIR boundaries.

This option may sound practical but to realistically implement it may be a challenge since this would require the inclusion of the ORT (Johannesburg) AFTN switch in all these related messages.

These types of configurations may be possible for some AMHS solutions but for those that are not capable of this configuration, these will continue to risk the effectiveness of the billing data collection efforts.

2.2. Proposed - Solution 2

This solution requires the installation of data collectors at key node sites to facilitate the automatic collection flight plan data.

The data could then be passed on the network operator on a daily basis or could be automatically collated daily by the network operator.

The option would require little to no configuration changes on the side of the member state and would not be reliant on the type of AMHS infrastructure that the member state has implemented.

**3. Suggested actions to be taken by the Meeting.**

It is requested that:

- 3.1. The meeting takes note of the submission and deliberate on the best option to ensure the continued financial sustainability of the NAFISAT network by ensuring effective data collection methods.
- 3.2. The meeting to support the implementation of the proposed solution 2.