



INFORMATION PAPER

SPECIAL AFRICA-INDIAN OCEAN (AFI) REGIONAL AIR NAVIGATION (RAN) MEETING

Durban, South Africa, 24 to 29 November 2008

Agenda Item 6: Development of a set of comprehensive work programmes in the air navigation field, aimed at improving efficiency of the air navigation system (Efficiency Committee)

UPPER AIRSPACE CONTROL CENTRE (UACC) PROJECT

(Presented by SADC Secretariat)

1. INTRODUCTION

1.1 The SADC-UACC Study was undertaken in two phases by SOFREVEA and DORS respectively, and that the UACC Steering Committee presided over the Study since 2006. The study was completed in July 2007 and the Report was tabled to the Civil Aviation Committee (CAC) on January 29, 2008 at Victoria Falls, Zimbabwe, for consideration and to determine the way forward with the project.

1.2 The Feasibility Study Documents were submitted to Member States for perusal, comments and determination of the way forward taking into account that:

- a) moving forward with fully operational SADC Upper Airspace Control Centre (UACC) will be a substantial undertaking as highlighted and detailed in Part I and II of the DORS Report;
- b) in an attempt to ensure continued focus and direction during the building process, the UACC Steering Committee and consulting personnel identified a set of key critical issues that should remain in the forefront of UACC planning and implementation;
- c) following the signature of the Annex to the Protocol and determination of those States participating in the UACC, key critical issues were identified as:
 - 1) implementing a process for determining the best location of UACC Headquarters Company;
 - 2) identifying the essential set of institutional arrangements that will need to be established for the successful development, implementation and operation of the UACC; and
 - 3) developing an effective and practical plan for transitioning upper and lower airspace (as appropriate) airspace operations from the current service providers (s) to the UACC.

1.3 The overall estimated time to complete all of these efforts is projected to be approximately 6.75 years, with an initial UACC operational capability being achieved in 5.75 years.

1.4 Two hundred and six (206) tasks have been identified as necessary to be properly addressed during the UACC development programme.

1.5 Of these, one of the most important task is the approval and signing of the Annex to the SADC Protocol on Transport, Communication and Meteorology.

1.6 Completion of this task will mark the official start of the projected 6.75 year schedule.

1.7 This projected time estimate is based on DORS team experiences, observations, and familiarity with the complexity of the tasks.

1.8 It could be possible to accelerate the schedule, but such acceleration would depend upon the personnel and resources made available to complete each of the tasks and milestones

1.9 The cost of beginning the UACC implementation process and providing the resources necessary for the Implementation Unit to fully address all the critical and non-critical path areas/items is difficult to estimate without the number of participating stakeholders and SADC States.

1.10 A number of stringent assumptions were developed, such as relying on outside expertise/consultants to the maximum extent possible, zero tolerance for time delays, and full participation of all eligible SADC States.

1.11 The project is intended to be self-financing, and no funding will be required from the participating Member States.

1.12 It was estimated that the approximate cost of establishing the Implementation Unit, and the remuneration of consultants to be appointed to assist with implementation activities are as follows:

Team Coordinator and team for Implementation Unit:	US\$1.8m
Task Team for location of headquarters:	US\$0.3m
Transaction Advisors	US\$1.5m
Design Consultants	US\$1.4m
CNS/ATM technical experts	US\$1.7m
Total	US\$6.7m

1.13 The funding for these implementation activities, start-up and operational/maintenance costs are to be regarded as a start up cost for the UACC company

1.14 The bridging finance will be arranged through the SADC structures with the understanding that the funds will be repaid once the UACC is operational.

1.15 As documented in the SOFREVEA Reports and referred to in the DORS Report, there will be a UACC funding surplus (as a result of increased airspace efficiencies) of approximately \$14m USD per year for at least the next 6 years with continued increases in this amount beyond this 6 year period.

1.16 These figures were estimated based on the current airspace revenue charges.

1.17 There will be sufficient revenues available to compensate for the estimated initial start-up costs and no need to modify or alter current formulas for determining airspace user charges.

1.18 The estimated start-up costs reflect a “turn-key” approach for determining the future location of the UACC as well as all of the Implementation Unit activities

1.19 There are two basic alternatives for progressing the Implementation Unit activities: maximize contractor support (outsource); *maximize reliance on participating Member States (in-house) personnel.*

2. CONCLUSIONS

2.1 Safety and increased air traffic could not be satisfied by current SADC infrastructures and that DORS Study validated earlier findings by SOFREAVIA that the UACC was a viable project.

2.2 The lower airspace in SADC, including communications, navigation, surveillance and air traffic management (CNS/ATM) improvements recommended by AFI Planning and Implementation Regional Group (APIRG) and the Africa and India Ocean (AFI) could be sustained by revenues generated from the operation.

2.3 The UACC due diligence had been completed and that the project was technically, operationally, and financially sound for both the upper and lower airspaces.

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