



ICAO

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG) PROJECT
COORDINATION COMMITTEE FIRST MEETING (APCC/1)**

PROJECT: GROUND/GROUND COM PROJECT.1

Coordinator: South Africa

DOMAIN: IIM

(Infrastructure & Information Management)

AFI REGION	PROJECT DESCRIPTION	REFERENCE IIMSG / Area of Routing # All	
Sub-domain	Title of the Project	Start	End
<i>Aeronautical Communication (COM)</i> (ICAO Facilitator: WACAF/ESAF ROs/CNS)	GROUND/GROUND COMMUNICATION : Implementation of Ground/ground communication aimed at ensuring traffic coordination between air traffic controllers Project-Team Coordinator: <i>South Africa</i> Project Team Experts (13): <i>Côte d'Ivoire, Cameroon, Ghana, Seychelles, Senegal, Kenya, Mauritania, ASECNA, IATA, Nigeria, Botswana, Togo, Uganda</i>	Month/ Year	Month/ Year
Objectives	In the framework of the technologies Roadmap for Communication defined in the GANP and the AFI strategy, assist States in the implementation of : a) Air Traffic Service /Direct Speech (ATS/DS) in accordance with the operational requirements of Annex 11, Air Traffic Service Chapter 6, Doc 4444 Procedures for air Navigation services Chapter 10 and the provision of Annex 10 Volume b) Air Traffic Service Interfacilities Data Communication (AIDC) in accordance with the requirements of Annexes 10 and 11 and the relevant supporting guidance documents (Doc 44, Doc 9694...) c) Voice over Internet Protocol (VoIP)		
Scope	The provision of coordination service between Air traffic controllers will cover all Air Traffic control Centers involved in the provision of air navigation service for international civil aviation. The implementation scheme will be in accordance with the requirements of the provision of Aeronautical fixed Service (AFS) as defined by the AFI Air Navigation Plan (AFI/RAN Abuja 1997).		

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Metrics	a) ATS/DS: Number of ATS/DS circuits implemented: X - Average availability of ATS/DS circuits : X% b) AIDC: ▪ Number of AIDC systems installed: X - % of ATS units with AIDC: X% ▪ Number of AIDC interconnections implemented, - % of ACCs with AIDC systems interconnection implemented: X c) VoIP: ▪ Number of VoIP systems installed: X - % of ATS units with VoIP: X% ▪ Number of VoIP interconnections implemented, - % of ACCs with VoIP systems interconnection implemented: X %		
	Ground/Ground coordination communication supporting enhanced aeronautical operational safety, capacity and efficiency		
Strategy	All tasks will be carried out by COM experts nominated by AFI States participating in the project, led by the Project-Team Coordinator and under the supervision of the Project Facilitators (ROs/CNS, Dakar and Nairobi) through the IIM SG working methodology. Upon completion of the tasks, the results will be sent to the Project Facilitators as a final document for submission to, and if necessary approval by the APIRG Projects Coordination Committee (APCC). For the purpose of collaborative decision-making, meetings will be held with the areas involved.		
Rationale/Justification	a) ATS/DS: The requirements for ATS/DS are contained in the AFI Air Navigation Plan (ANP), FASID Table CNS 1D (ATS/DS Plan) and ATS/DS circuits have been implemented in accordance with these AFI Rationalized Plan. Significant improvements are noted, notably with the implementation of aeronautical satellite telecommunications. However the non- availability of ATS/DS encountered from time to time results from the obsolescence of some VSAT technologies b) AIDC: The introduction of automated Air Traffic Management systems in the region associated with surveillance data processing systems has paved the way to the automation of the transfer and coordination of Air Traffic between air traffic centers. AIDC appears to complement ATS/DS service and will gradually play the first role in traffic coordination. c) VoIP: In the AFI region the ATS/DS Network is based on point to point circuits and the absence of an ATS voice switching and signaling system does not facilitate the automation of backup links for ATS/DS. The implementation of VoIP will bring more flexibility and increase the availability of vocal, coordination communication.		
Related Projects	All APIRG projects specifically related to: ✓ PIA2-Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration (B0-FICE) ✓ PIA3-Increased effectiveness of ground based safety nets (B0-SNET) ✓ PIA3- Air Traffic Situational Awareness(ATSA) (B0-ASEP)		

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AFI REGION	PROJECT DESCRIPTION				REFERENCE IIMSG / Area of Routing # All	
Sub-domain	Title of the Project				Start	End
Teleconferences, Workshops/Seminars, meetings (French and English) on VoIP systems operation and their implementation scheme	AFI B0-FICE AFI B0-ASEP AFI B0-SNET PFF-CNS		✓ AFI COM Project Coordinators ✓ AFI COM Project Team Leader		TBD	
Implementation/interconnection and operation of VoIP systems	AFI B0-FICE AFI B0-ASEP AFI B0-SNET PFF-CNS		✓ AFI COM Project Coordinators ✓ AFI COM Project Team Leader		TBD	
Assessment/Reporting on the operation of VoIP systems and operation	AFI B0-FICE AFI B0-ASEP AFI B0-SNET PFF-CNS		✓ AFI COM Project Coordinators ✓ AFI COM Project Team Leader		TBD	
Detailed guidance provided to States not complying with the AFI AFS Plan	AFI B0-FICE AFI B0-ASEP AFI B0-SNET PFF-CNS		✓ AFI COM Project Coordinators ✓ AFI COM Project Team Leader		TBD	
List of States with ATS/DS, AIDC and VoIP, implemented	AFI B0-FICE AFI B0-ASEP AFI B0-SNET PFF-CNS		✓ AFI COM Project Coordinators ✓ AFI COM Project Team Leader		TBD	
Resources needed	✓ Adequate Human Resource to be appointed by States ✓ Funds to conduct meetings, Workshops, Seminars Missions and to translate reports, regional guides and manuals. Likewise, participants must be given facilities to participate in teleconferences and coordination meetings. ✓ Funds for meetings with project Team Members in order to assess the results and propose corrective actions. States could use their human resources to conduct the foreseen COM tests and monitoring, and, if necessary, cover the financial costs, since the experience gained will result in an improvement of their own systems.					

Grey Task not started yet
 Green Activity being implemented as scheduled
 Yellow Activity started with some delay, but will be implemented on time
 Red Activity not implemented on time; mitigation measures are required