INTERNATIONAL CIVIL AVIATION ORGANIZATION
EASTERN AND SOUTHERN OFFICE

First Meeting of the AFI VSAT Networks Managers (AFI VSAT/1)
(Kwa-Zulu Natal, South Africa, 13 to 15 June 2011)

Agenda Item 2a:

MEMBERSHIP

(Presented by IATA)

SUMMARY
This paper provides a briefing on SADC Membership and its administration

REFERENCE(S)

- AFI/7 RAN Meeting
- SADC Supervisory Board Terms of Reference
- Contracts between States and Network Provider

1. INTRODUCTION

1.1. AFI Plan includes requirements for AFTN and ATS/DS with the view to supporting flight coordination throughout the Region.

1.2. Terrestrial links have not been able to fully meet the Regional requirements due to AFI geographical challenges. Several implemented circuits had reliability shortcomings while many deficiencies resulted from non-implementations.

1.3. In 1997, the ICAO AFI/7 RAN Meeting approved the Recommendation 9/2 to supports the use of VSAT technology to improve the ATS/DS circuits and AFTN links between adjacent FIRs in the Region.

1.4. SADC VSAT network was implemented to address the users' requirements, in order to eliminate deficiencies, which were recorded against the approved AFI Plan.

2. DISCUSSION

2.1. The work to establish SADC VSAT started in 1995.

2.2. By 1998, SADC VSAT I was implemented to eliminate the communication deficiencies in the sub-region; ATNS in cooperation with IATA provided the network to Angola, Botswana, Democratic Republic of Congo, Lesotho, Malawi, Mauritius, Mozambique, Namibia, South Africa, Swaziland, Tanzania, Zambia and Zimbabwe.

2.3. The Network met its objective, achieved the connectivity with AFISNET in October 2002. Later, Burundi and Rwanda joined in 2003 and 2004 respectively.

2.4. The airlines funded the network through the implementation of a cost recovery mechanism.

2.5. SADC VSAT Supervisory Board was constituted (***Attached is the Terms of Reference***) to ensure the administration functions

2.6. Technological advancements and user requirements, led the stakeholders to considered SADC VSAT II at "the end of life" SADC VSAT I.

2.7. The SADC VSAT Supervisory Board approved the business case for the SADC VSAT II network.

2.8. The NAFISAT and SADC VSAT II call for tender to acquire the equipment begun in September 2005.Subsequently the bilateral agreements were signed with relevant States and followed by the implementation of the network in 2007. Indeed SADC VSAT2 was officially launched at the 36th ICAO Assembly.

2.9. As in the case of the NAFISAT, the SADC VSAT II cost recovery mechanism was based on FIR crossing.

2.10. The Supervisory Board ensures that:

2.10.1. The network provide services meeting or exceeding service level agreed and;

2.10.2. The cost recovery mechanism is effectively implemented.

3. CONCLUSION

3.1. The Supervisory Board has been strategically driving down operating costs while managing better revenue collection.

3.2. That is making a positive difference in ensuring infrastructure safety.

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TERMS OF REFERENCE - SADC VSAT SUPERVISORY BOARD

The terms of reference have been established in accordance with Article 13.13 (regional bodies) of the SADC protocol on transport, communications and meteorology.

1. The mandate of the supervisory board in respect of the SADC VSAT network is to:

1.1. Ensure the continued operation of the SADC VSAT network, meeting the requirements of the AFI CNS/ATM plan.

1.2. Monitor the performance of the network operator to ensure that service delivery meets predetermined criteria.

1.3. Monitor the compliance and performance of network members in terms of their obligations arising from the SADC VSAT contract. The board will also ensure that participating members provide statistics on aircraft movements facilitate the movement of maintenance personnel, spares and parts and facilitate the investigation of service delivery complaints from users.

1.4. Monitor and review the financial performance of the network, including the setting of tariffs.

1.5. Monitor the implementation of facilities and ser- vices and where necessary, ensure interregional connectivity, taking due account of cost/benefit analysis, business case development and financing issues.

1.6. Take into account the costs and benefits of implementation and the need to facilitate financing of preferred options when facilitating implementation of facilities and services identified within SADC. This is to be done with due regard to the primacy of safety. The supervisory board should take into account the costs and benefits of implementation and the need to facilitate the financing of preferred options.

1.7. Review the annual report submitted by the network operator.

1.8. Decide on the new network concept, including issues of ownership and control.

2. Composition of the Board

2.1. The board should comprise one delegated member from each participating air navigation service provider (ANSP) and IATA.

2.2. Each member should have a delegated alternate who will participate when the member is not available.

2.3. To ensure that the board functions optimally, the designated representatives of air navigation service providers should have experience in the provision of air navigation infrastructure and

services and in particular VSAT services. The delegated representative can be assisted, when required, by technical advisors during meetings of the board.

2.4. The cost of the participation of the designated representative of each ANSP at board meetings, and one member of sub-groups established under paragraph 4, will be borne by the network service provider.

3. Participation by international organisations

3.1 The board may invite representatives of appropriate regional and international organisations to attend meetings in the capacity of observer.

4. Establishment and dissolution of contributory bodies

4.1. In order to assist in its work, the board may establish bodies e.g. task forces charged with preparatory work on specific issues. Representation in such contributory bodies should be by specialists in the subjects concerned and familiar with the issues under consideration.

4.2. The establishment and work of contributory bodies shall be governed by the following considerations:

4.2.1. Contributory bodies shall only be formed when it has been clearly identified that it is likely to make a substantial contribution to the resolution of the issue in question.