



International  
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Organization

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Международная  
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авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

File Ref.: ES AN 1/6 - 0110

5 April 2011

**Subject: Follow up on Conclusion 17/22 of the Seventeenth Meeting of the AFI Planning and Implementation Regional Group (APIRG/17, Ouagadougou, 2-6 August 2010): First Joint Meeting of AFI Aeronautical VSAT Networks Managers (Johannesburg, South Africa, 13-15 June 2011)**

**Action required:** See Paragraph 9 hereunder.

Sir/Madam,

1. I have the honour to refer to the Seventeenth Meeting of the AFI Planning and Implementation Regional Group (APIRG/17, Ouagadougou, 2-6 August 2010) report on its discussions under Agenda 3.3, concerning the implementation of Recommendation 6/19 of the ICAO Special AFI RAN Meeting of 2008 (SP AFI RAN/08) on the planning, implementation and operation of Very Small Aperture Terminal (VSAT) networks in the AFI Region. Recommendation 6/19 of ICAO SP AFI RAN 2008 states as follows:

**RECOMMENDATION 6/19: PLANNING, IMPLEMENTATION AND OPERATION OF VERY SMALL APERTURE TERMINAL (VSAT) NETWORKS IN THE AFI REGION**

**That all entities involved with planning, implementation and operation of VSAT networks in the AFI Region hold regular joint meetings under the auspices of ICAO Regional Offices for the purpose of harmonization and eventual realization of a seamless AFI communication network supporting all present and future CNS systems.**

2. As you may be aware, the ICAO SP AFI RAN/08 acknowledged that ground-ground networks based on VSAT technology offered the best means of providing Aeronautical Fixed Services (AFS) connectivity as well as relaying air/ground communications between ATS centres and remote ground stations. However, as there are many different ways a VSAT network could be implemented and because VSAT vendors used proprietary signal protocols, providing interconnectivity between nodes belonging to different VSAT networks was often difficult, costly, and sub-optimum in terms of performance.

3. On this basis, the ICAO SP AFI RAN/08 agreed that all VSAT plans should be coordinated, and consideration should be given to, integrating existing VSAT networks. These points were already addressed under Conclusion 5/18 of the Fifth meeting of All Planning and Implementation Regional Group (ALLPIRG/5, 2006) which requested PIRGs to work towards integrated regional/interregional digital communication networks, with a centralized operational control and preferably based on the Internet Protocol (IP).

.../2

4. APIRG/17 endorsed the ICAO SP AFI RAN/08 Recommendation 6/19 and, after noting that arrangements were being made to ensure that all aeronautical VSAT networks (AFISNET, CAFSAT, NAFISAT and SADC VSAT) are duly represented in the joint meetings, formulated its Conclusion 17/22 which states as follows:

**CONCLUSION 17/22: REGULAR MEETINGS BETWEEN VSAT NETWORK MANAGERS**

**That, in order to ensure interoperability between VSAT networks AFI States should implement Recommendation 6/19 of SP AFI RAN 2008 calling for regular meetings to be held by VSAT Managers under the coordination of ICAO Regional Offices.**

5. Furthermore, the Fourth Meeting of Directors-General of Civil Aviation (DGCA/4) (Matsapha, Swaziland, 8-9 November 2010) supported the development of a CNS Technology Roadmap, and of an integrated regional CNS infrastructure in order to overcome fragmentation, and help Air Navigation Service Providers (ANSPs) to fully comply with ICAO relevant provisions; and accordingly called upon the African Union through AFCAC, ICAO and other organizations to facilitate the funding arrangements needed for the implementation of integrated programmes aimed at enhancing the regional air navigation infrastructure.

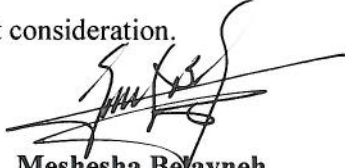
6.. I am pleased to inform you that the Air Traffic and Navigation Services (ATNS) Company of South Africa has kindly offered to host the First Joint Meeting of AFI Aeronautical VSAT Network Managers in Johannesburg, from 13 to 15 June 2011, and extend an invitation to your Institution to attend.

7. The meeting will review the characteristics and performance of existing aeronautical VSAT networks, interface issues, maintenance and cooperation arrangements, and bandwidth requirements for current and future applications. The meeting will also discuss the development of a roadmap towards a modernized, interoperable, sustainable and integrated network, with an associated project document aimed to support the search for funding for its implementation. A detailed draft agenda for the meeting is provided in **Attachment** hereto for guidance and reference. An information bulletin intended to provide the participants with administrative and general information for the meeting, is under coordination with ATNS and will also be sent to you in due course.

8. Your Institution is requested to confirm whether it intends to participate in and/or submit working papers to the First Joint Meeting of AFI Aeronautical VSAT Network Managers in Johannesburg, from 13 to 15 June 2011.

9. Grateful you inform us of your intention to attend the meeting and/or present working papers at your earliest, preferably not **later than 25 April 2011**.

Accept, Sir/Madam, the assurances of my highest consideration.

  
**Meshesha Belayneh**  
**ICAO Regional Director**  
**Eastern and Southern African Office**  
**Secretary of the APIRG**

**Attachment:** Draft Agenda



**First Joint Meeting of AFI Aeronautical VSAT Networks Managers  
Johannesburg, South Africa, 13-15 June 2011**

**DRAFT AGENDA**

- 1. General provisions governing the use of VSAT technology in the AFI Region**
- 2. Presentation of AFI VSAT networks (AFISNET, CAFSAT, NAFISAT, and SADC VSAT2)**
  - a. Membership
  - b. System architecture
    - Space segment/transponder, frequency band, bandwidth, topology, hub/stations, access scheme, etc.
  - c. Operations
    - Aeronautical fixed services
      - AFTN and ATS/DS circuits availability
      - Transit time statistics for main AFTN centres
      - AHMS
      - AIDC
    - Aeronautical mobile service (AMS)
      - VHF coverage extension
    - New service
  - d. Working arrangements
    - Administrative arrangements (supervision, cost recovery mechanism)
    - Technical arrangements (personnel, maintenance)
    - Network management (monitoring and control)
  - e. Interconnections with other networks
  - f. Development plans
- 3. Identification of similarities and dissimilarities**
- 4. Sustainability issues**
  - a. Maintenance capabilities
  - b. System modernization
  - c. Funding arrangements
- 5. Latest developments concerning ICAO SARPs/Guidance Material and ITU Radio Regulations**

**6. Integration of AFI VSAT networks**

- a. Implementation of ALLPIRG/5 – Conclusion 5/18
  - o Challenges
    - Implementation of an integrated IP-based network with a centralized operational control
    - Introduction of managed network services
- b. Proposals from the industry
- c. Need for a regional project
  - o Development of a Project Document

**7. Any other business**

## INFORMATION PAPER

### 1. Venue and Date

Kwa-Zulu Natal, South Africa - 13<sup>th</sup> to 15<sup>th</sup> June 2011

### 2. Site of Hotel

*The Fairmont Zimbali Lodge* - situated on the KwaZulu-Natal's Dolphin Coast, within the serene confines of a coastal forest reserve.

Fairmont Zimbali Lodge & Resort  
Umhlali  
Kwa-Zulu Natal North Coast  
Zimbali  
South Africa  
T: +27 (0) 32 538 5000  
F: +27 (0) 32 538 5001  
[www.fairmont.com](http://www.fairmont.com)

### 3. Coordinators

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Susann Brits  
ATNS

### 4. Delegates Registration

The registration of delegates will take place on 12<sup>th</sup> and 13<sup>th</sup> June 2011 from 08:00 to 09:00. Registration forms should be filled for each one of the events, and sent to [annas@atns.co.za](mailto:annas@atns.co.za). Registration forms can be found at [www.atns.co.za](http://www.atns.co.za)

### 5. About South Africa

#### VISA requirements

To gain admission to South Africa it is necessary to be in possession of a valid passport and a visa if you are a citizen of a country that is subject to visa control.

All visa applications must be submitted to the nearest South African diplomatic or consulate representative together with the prescribed fee.

Immunization for yellow fever is an entry requirement if your journey starts or passes through the yellow fever belt of Africa or South America.

***The visa information is meant to serve as a guide only. The requirements for entry into South Africa differ from country to country, are subject to change and each application is treated as an individual case.***

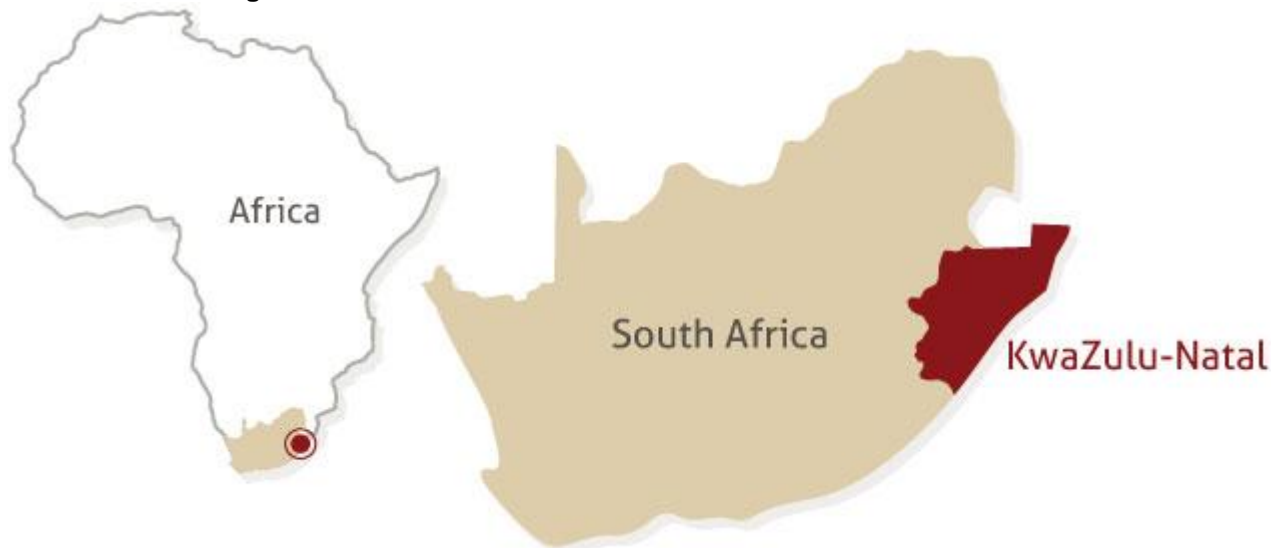
Welcome to the southern tip of Africa. Here, two great oceans meet, warm weather lasts most of the year, and big game roams just beyond the city lights.

Today, this country is the powerhouse of Africa, the most advanced, broad-based economy on the continent, with infrastructure to match any first-world nation.

You can drive on wide, tarred highways all 1 600 kilometers from Messina at the very top of the country to Cape Town at the bottom. Or join millions of passengers who disembark at our airports every year.

Two-thirds of Africa's electricity is generated here. Forty percent of the phones are here. Twenty percent of the world's gold is mined here. And almost everyone who visits is astonished at how far a dollar will stretch. Welcome to the Republic of South Africa.

## About our Zulu Kingdom



**Welcome to the Zulu Kingdom or the South African province of KwaZulu-Natal** - enticing, spectacular and fascinating multi-cultural showpiece destination flanked by the warm Indian Ocean and soaring peaks.

KwaZulu-Natal - North Coast - year-round frolicking dolphins plus majestic seasonal whale migrations.

### **What languages do people speak?**

We speak English ... and more!

There are 11 officially recognized languages, most of them indigenous to South Africa. Everywhere you go, you can expect to find people who speak or understand English. Road signs and official forms are in English. At any hotel, the receptionists, waiters and porters will speak English. English is the language of the cities, of commerce and banking, of government, of road signs and official documents.

### **What's the weather like?**

Summery, without being sweltering. The weather is mild and humid all year round, but can get cool at night. Bring sunglasses and suntan lotion; leave the mackintosh at home.

### **Does South Africa have big cities with modern amenities?**

There's more to Africa than lions. Johannesburg, a city of skyscrapers, sprawls wider than London or New York. The lights work, the water flows, there are multi-lane highways and - unfortunately - traffic jams. You can book into a Hilton or a Hyatt or a Holiday Inn and eat at cosmopolitan restaurants serving anything from sushi to burgers to crocodile steaks. Or you can just lie back on a couch and choose from five analogue and 53 digital TV channels.

### **You say the roads are tarred?**

Yes, even in the smallest towns, where main roads often date back to the 19th century, and are wide enough to turn ox-wagons. Outside the cities, there are 8 000 kilometers of tarred and regularly maintained national highway, plus a thousand more kilometers of toll roads. Almost 1 500 kilometers of those routes are dual carriageway, with this number constantly rising. The national railway has 30 600 kilometers of rail track connecting the smallest hamlets. Some 3 600 locomotives pull 124 000 wagons of freight each day. There are three international airports big enough to land jumbos, 10 national airports large enough for most big commercial jets, and another 700 smaller airports.

### **I'll be able to phone home?**

The phones work, and they dial abroad. The country's telecommunications operator Telkom, part government and part foreign owned, is the 28th largest in the world, and accounts for 39% of the phone lines on the African continent. It is well ahead of targets on an ambitious scheme to push telecommunications into the remotest rural communities.

You can rent mobile phones – known here as cellphones – from the airport on arrival. You should find an Internet café in even the smallest towns, and the postal service works, offering the usual letter and parcel services as well as securemail, freight and courier services.

Public telephones are either coin- or card-operated. Phone cards can be purchased at certain stores, post offices and airports.

### **Are there modern banks?**

You can use Visa and Mastercard almost everywhere, and bank by ATM or online.

The banks are generally open from 09h00 to 15h30 Mondays through Fridays, and 08h30 to 11h00 on Saturdays, but those at the airports adjust their hours to accommodate international flights.

All major credit cards can be used in South Africa, with American Express and Diners Club enjoying less universal acceptance than MasterCard and Visa. In some small towns, you may find you'll need to use cash.

One anomaly - **you can't purchase fuel with a credit card**. Many locals have special fuel credit cards, known as garage or petrol cards, for use only at filling stations. You can, however, pay road tolls with MasterCard or Visa.

### **How far will my money go?**

Okay, not as far as it would have some years ago, when South Africa's currency was well over 10 to the US dollar. Now the rand is a lot stronger (it is around R7/\$, R8/€ and R11/£), but with the exchange rate still definitely in your favour, you'll find South Africa a very inexpensive destination.

South Africa's unit of currency is the rand, which is divided into 100 cents. Coins come in denominations of 5c, 10c, 20c, 50c, R1, R2 and R5, and notes in denominations of R10, R20, R50, R100 and R200.

### **Getting to South Africa**

King Shaka International Airport opened in May 2010. This world class facility offers a host of features to make your traveling experience as comfortable and pleasurable as possible. Shops and restaurants, a bank and post office are just a few additional features King Shaka International Airport has to offer. King Shaka International is said to be three times bigger than Durban International airport and have five times as many shops.

First stop on many a trip to South Africa is likely to be Johannesburg International. The only major airport in Johannesburg, it is located 24 kilometers to the north-east of the city centre. From here you can take a domestic flight to another South African city or if you're staying in Johannesburg it's a quick drive by hotel shuttle, hired car or taxi to your destination.

There is ample parking at the airport, with shuttle and golf cart services to ferry you between remote parking areas and terminals. Porter services are on stand-by to help you with your heavy luggage, while banking services, Automatic Teller Machines (ATMs), forex dealers, as well as a choice of car rental services can be found dotted throughout the terminal buildings.

### **Tipping**

Tipping is optional. It is however usual to tip for restaurant service and hotel porters. Value added tax (VAT) is levied on most goods and services but as a foreign national you may reclaim VAT on anything you bought for over R250 to take out of the country unused. **You need to do this before you embark on your flight home and you will have to produce the original tax invoice for the item.**

### **Taxes and Duty**

South African custom's passenger allowances entitle you to bring new or used goods of up to R3000 in value into the country without paying any duty. For additional goods, new or used of up to R12 000 in value you will be charged a flat rate of 20% duty. Thereafter normal customs duties apply.

You can also bring in duty free the following:

- Wine – 2l per person
- Spirits and other alcoholic beverages – 1l per person
- Cigarettes – 200 per person

- Cigars – 20 per person
- Perfume – 50ml per person
- *Eau de Toilette* – 250ml per person

*The alcohol and tobacco allowances only apply to people over 18 years old.*

*All currency must be declared on entering the country. When you leave the country you are permitted to take up to R500 in South African Reserve Bank notes. A 20% levy is charged on amounts above R500.*

### **Tips for staying out of trouble**

Crime, like anywhere else in the world, can be a problem, but you really need not do much more than take all the usual sensible precautions. Know where you're going before you set off, particularly at night, watch your possessions, don't walk alone in dodgy areas, and lock your doors at night - much like anywhere else. And, like anywhere else in the world, there are some areas of major cities which are dodgier than others. It is easy to avoid these and still have a good time.

When walking through areas that are considered risky, avoid wearing visible jewellery or carrying cameras and bags over your shoulder. Keep cellphones and wallets tucked away where no one can see them. Check beforehand that the areas you plan to visit are safe by asking hotel staff or police. It is not advisable to use local commuter and metro trains.

Other sensible advice is not to hitchhike or accept or carry items for strangers. Our airport security is quite strict so, to avoid delays in checking in, remove all sharp objects (even nail files and hairclips) from your hand luggage.

**Stay out of jail!** And, while on the subject of crime, do bear in mind that committing a criminal offence in any foreign country is always more of a problem than doing so at home. You're probably not planning to, but there are a few actions which could land you in one of our not-too-luxurious jails. These include smuggling, bilking, and trading in, or using, recreational drugs – with the exception of tobacco and alcohol. Poaching is probably far from your mind but, just in case you're tempted to "harvest" a rhino horn as a souvenir, remember our game scouts are armed.

**Health tips for travelers** - While there are risks anywhere, South Africa has a relatively salubrious climate and our levels of water treatment, hygiene and such make it a pretty safe destination.

**Medical facilities** - Medical facilities in cities and larger towns are world-class. Trained medical caregivers are deployed round the country, so help is never far away.

**The sun** - We have a warm sunny climate and you should wear sunscreen and a hat whenever you are out of doors during the day, particularly between 10h00 and 16h00, regardless of whether there is cloud cover or not. Sunglasses are also recommended wear, as the glare of the African sun can be strong.

**Can I drink the water?** - High-quality tap (faucet) water is available almost everywhere in South Africa, treated so as to be free of harmful micro-organisms and in any area other than informal or shack settlements, is both palatable and safe to drink straight from the tap.

**Do I need to take malaria tablets?** -Consult your doctor or a specialist travel clinic for the latest advice concerning malaria prophylaxis, as it changes regularly.

Whether you take oral prophylaxis or not, always use mosquito repellent, wear long pants, closed shoes and light long-sleeved shirts at night, and sleep under a mosquito net in endemic areas (the anopheles mosquito, which carries malaria, operates almost exclusively after dark). It is advisable to avoid malarial areas if you are pregnant.

**HIV/Aids** - As in other countries, always take precautions when having sex. South Africa has one of the highest rates of HIV in the world.