



ICAO

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
EASTERN AND SOUTHERN AFRICAN (ESAF) OFFICE**

**THE FIFTEENTH VIRTUAL MEETING OF THE NAFISAT SUPERVISORY BOARD
(NAFISAT-SVB/15) (14 – 15 JULY 2021)**

Agenda Item 7: Matters Arising

**7.3 Implementation of APIRG/18 Conclusions and Recommendations of
relevance to NAFISAT Network**

Sustainability of the NAFISAT Network

(Presented by the Secretariat)

SUMMARY

This working paper discusses the implementation of APIRG/18 Conclusion 18/27, taking into consideration the Memorandum of Understanding (MoU) signed between the NAFISAT States, Air Traffic and Navigation Services Company Limited (ATNS) and the International Air Transport Association (IATA).

References:

- NAFISAT Memorandum of Understanding
- APIRG/18 Meeting Report
- NAFISAT/14 Meeting Report

1. INTRODUCTION

1.1 In 2001, the NAFISAT States recognized that the lack or low reliability of aeronautical fixed service telecommunications network (AFTN) and air traffic services direct speech (ATS/DS) communications in the North Eastern part of the AFI Region and in the interface with adjoining regions constituted a major shortcoming and a main hindrance to the safety and efficiency of Air Transport Operations. To redress this major shortcoming, the Thirteenth Meeting of the AFI Planning and Implementation Regional Planning Group (APIRG/13) adopted its Conclusion 13/15, recommending the establishment of the North Eastern AFI VSAT Network (NAFISAT).

1.2 The objective assigned to the NAFISAT Network was to provide support for ATS communications between the participating States, including the following:

- Air Traffic Services Direct Speech (ATS/DS);
- Aeronautical Fixed Services (Aeronautical Fixed Telecommunications Network (AFTN), eventually offering a smooth migration support to the aeronautical telecommunication; network (ATN) applications (ATS Handling Message System (AHMS), ATS Inter-Facility

Data Communications (AIDC) / On-line Data Interchange (OLDI) and Voice over Internet Protocol (VoIP);

- Computer-to-computer data exchange between ATS flight data processing systems (FDPS);
- Operational meteorological data exchange;
- Aeronautical administrative support;
- ADS-B data exchange; and
- Any other agreed aeronautical service based on the Global Air Navigation Plan

2. DISCUSSION

NAFISAT Performance

2.1 ICAO and the APIRG had commended the signing by participating States of the Memorandum of Understandings (MoU) on the NAFISAT network in 2007 and 2015, and noted that the implementation of this network had significantly contributed (and continue to contribute) to establishing a high performance telecommunication infrastructure, reducing the deficiencies affecting aeronautical fixed service, and improving air navigation safety in the AFI Region. Annual reviews which are being conducted respectively by the NAFISAT Supervisory Committee and Supervisory Board report satisfactory performance of the network in most cases, in terms of carrier availability rates.

NAFISAT Sustainability

2.2 The NAFISAT Supervisory Board Fourteenth meeting noted that the funding arrangements concluded between the participating States and the Network Provider to cover the cost of equipment, installation, maintenance, space segment and administration of the NAFISAT network would be terminated in 2022; and therefore called upon the participating States to provide their new service requirements in order to ensure that AFS requirements continue to be met (APIRG/18 Conclusion 18/27 refers).

2.3 The 14th NAFISAT Supervisory Board meeting held in Cairo, Egypt noted the presentation by the Network Service Provider with respect to the analysis of visibility and the review of future technologies for the network post 2022.

2.4 *Article 12 – Entry into force, duration and termination* provides that not less than two (2) years to the expiry of the Term, the Supervisory Board shall convene a meeting to discuss renewal and terms under which the MoU will be extended or replaced.

Recommendations

2.5 The Supervisory Board should discuss the steps to be taken to implement APIRG/18 Conclusion 18/27, and make recommendations to the NAFISAT MoU signatories. It is expected that the Network Provider will present possible options for consideration by this meeting. **Appendix** to this working paper provides the services requirements for the post 2022 NAFISAT received by the Secretariat; however, a more detailed analysis is required to identify areas needing improvement.

2.6 The ICAO Regional Office is available to facilitate a meeting of participating States Civil Aviation Authorities for this purpose.

3. CONCLUSION

3.1 In light of the NAFISAT MoU, the Supervisory Board is invited to:

- 1) Agree to implement APIRG Conclusion 18/27 calling for arrangements to ensure the sustainability of the NAFISAT network;
- 2) In accordance with its terms of reference, Section 4 (Establishment and Dissolution of Contributory Bodies), establish a Task Force to:
 - a. Analyze possible solutions available in the short-term, the mid-term and the long-term, to ensure the continuity and sustainability of the NAFISAT network;
 - b. Analyze the NAFISAT MoU in view of States' challenges to meet their obligations in accordance with Article 28 of the Chicago Convention (1944) and regional air navigation agreements approved by the ICAO Council; and
 - c. Accordingly develop detailed proposals to assist the Civil Aviation Authorities (CAAs) of the participating States in making informed deliberations about the future of the NAFISAT network, including a suitable framework of cooperation.

Note: The Task Force should be completed by 15 August 2021, and its report should be submitted to the NAFISAT States through the Secretariat no later than 30 September 2021