



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office**

**REGIONAL PROJECT RLA/03/901
REDDIG System Management and Satellite Segment Administration**

THIRTEENH REDDIG COORDINATION COMMITTEE MEETING (RCC/13)

(Lima, Peru, 9-10 March 2010)

Agenda Item 5: Annual project report

ANNUAL PROJECT REPORT

(Paper presented by the Secretariat)

SUMMARY

This working paper presents the monitoring annual report of Project RLA/03/901 since the last meeting of the Coordination Committee carried out in March 2009, to date. Likewise, forms showing the project activities are being presented for the evaluation of the States member of the project.

References:

- Project Document RLA/03/901; and
- UNDP Programme Manual.

1. Introduction

1.1 The annual report is a rating of the Project, by the States and the Project Administration, during the last year of activities. It has the following objectives:

- a) Provide a written qualification and rating of the project progress towards the achievement of planned results;
- b) Present the opinion of the direct beneficiaries about the topics that influence in the project execution and their proposals to solve these matters;
- c) Be used as input for any evaluation of the project;

- d) Be used as a source of contributions to prepare the final report.

2. **Content and structure**

2.1 The structure of the annual report consists of three parts. In the first part, a numerical rating of the pertinence and performance of the project is required, as well as a general rating of the project.

2.2 In the second part, a written qualification of the project is required, mainly of principal successes, initial successful tests, questions and problems, recommendations and lessons learned.

2.3 The third part consists of a summary chart that consists of two sections: in one, the information on resources and expenditures is presented and, in the other, the progress towards expected results is pointed out. Annexes can be included, as and when necessary, to provide concrete information in support of indicated ratings and qualifications.

2.4 In the first part, the participating States should give a numeric rating of the project during the meeting, considering name, date and signature. **Appendix A** of this working paper presents the RLA/03/901 annual project report.

3. **Suggested actions**

3.1 The meeting is invited to:

- a) Take due note of the Annual Project Report being presented in **Appendix A** to this working paper;
- b) Rate part I of the chart being presented; and
- c) Analyze part II and III of the Annual Report.

APPENDIX A

PROJECT RLA/03/901 ANNUAL REPORT

PROJECT BASIC INFORMATION

Project number and title: RLA/03/901 - REDDIG Management System and Satellite Segment Administration

Institution in charge: ICAO

Project beginning date:

Originally planned: July 2003

Effective: September 2003

Project termination date:

Originally planned: July 2008

Effective: N/A

Total budget (dollars):

Initial amount: 1,958,200.00

Last approved revision: 1,958,200.00

Period covered by the report: May 2008 to February 2009

SUSTANTIVE APPROACH	ICAO	ARG	BOL	BRA	CHI	COL	ECU	FRA	GUY	PAR	PER	SUR	T&T	URU	VEN
6. Is the project effective in relation to costs in comparison with similar programs or projects?															
7. On the basis of your work plan, how would you rate the opportunity degree of the project regarding::															
a) Achievement of products and initial results?															
b) Supplies delivery?															
GLOBAL RATING OF THE PROJECT															

Explain the fundamentals of your ratings, which do not have to limit exclusively to the pertinence and performance criteria rated before and not necessarily coincide with the previous rating. In relation to the last year of the project, in the global rating an estimation of the possible success of the project should be included, as well as its pertinence or performance.

During the last year, REDDIG management has continued to operate efficiently, providing the State members with a reliable communications network, covering their aeronautical services needs and timely supplying the necessary logistical support for the provision of spare parts and the repair of equipment of the network nodes. Two courses were given on Introduction to Satellite Communications and REDDIG Operations, one for English-speaking REDDIG member States/Territories, dictated in Paramaribo, Suriname, and the other, for Spanish-speaking REDDIG member States, in Maiquetia, Venezuela. Also, the Third Technical/Operative Meeting was carried out in Paramaribo and Maiquetia. Three new circuits were programmed, two for the performance of AMHS trials between Lima REDDIG Node and Bogota REDDIG Node, another between Santiago Node and Lima Node, and a circuit between Ezeiza REDDIG Node and Montevideo REDDIG Node for the exchange of radar data. Likewise, the backup network for Trinidad & Tobago REDDIG Node was implemented, that in case of failure, has the Lima Node as backup.

PART II: DESCRIPTIVE EVALUATION

1. Which are the principal achievements of the project in relation to expected results, during the year covered by the report? As possible, please include possible effects, sustainability and contribution to capacity building.

1.1. The REDDIG Administration continued to maintain in operation the network with the same reliability and without interruptions up to date.

1.2 Facility to introduce new circuits without problems (Lima –Bogotá , Lima –Santiago) for the transport of AMHS application and Ezeiza –Montevideo circuit for AMHS for exchange of radar data.

1.3 Two courses on Satellite Communications and REDDIG Station, as well as two technical-operative meetings, were carried out.

2. Which are the main subjects and problems influencing the achievement of the results of the project?

2.1. Some States have not made the deposit of their cost-sharing contributions on time.

2.2. Some States do not process with the necessary urgency the paper work necessary for the export and import of the equipment and cards to be repaired by the manufacturer, or ship those required for REDDIG's warehouse. This generates a high operational risk to REDDIG.

3. How can these situations or problems be solved? Please explain in detail action or actions recommended. Specify, who should be in charge of these actions. Also, indicate a provisional schedule and necessary resources.

3.1. Apply the procedure for cases of delayed deposits of cost-sharing contributions, approved during the Eighth REDDIG Coordination Meeting (Conclusion 8/11).

3.2. Establish direct communications with aeronautical authorities and with logistic focal points regarding the need of expediting the repair and replacement of equipments and defective spare parts.

4. Which new events (if they are to take place) should probably affect the achievement of the project results? What do you recommend to face these events?

4.1 Time periods for shipment and reception of parts and equipment to be repaired are too extensive. It is needed to establish more expedite procedures in each REDDIG State member or purchase parts in each node.

4.2 VIASAT no longer promotes the Linkway 2100 modem, and Memotec has informed that as of January 2009 the CX950e FRAD equipment will no longer be offered for sale.

4.3 For this reason, REDDIG Administration proceeded buying a lot of spare parts for FRAD equipment, series CX950 and power supplies for MODEM Linkway 2100 equipments, with the aim of guaranteeing current availability of REDDIG operations for the next three years.

5. Which are the opinions of the beneficiary groups regarding the project? Please indicate any significant difference based in matter of subjects, with respect to these opinions.

5.1 REDDIG is seen as the solution expected for the provision of voice and data aeronautical fixed services that answers to the problems in the past with the use of leased circuits to communications services providers, keeping a high service quality and availability, and a facility in the implementation of new services.

6. Up to date, what learning (positive and negative) can be taken of this project experience?

6.1 The States members joining in a regional cooperation model, may obtain benefits (i.e., ease on implementation of new circuits, savings in telecommunication services costs, training, spare parts access, 24 hours x 7 x 365 days service).

6.2 Easy implementation of new circuits, making use of the same bandwidth appointed.

6.3 Spare parts sharing through a centralized warehouse operated by the REDDIG administration.

7. If the project has been object of external auditing, which is the application status of recommendations made by the evaluators?

7.1 The Project has not been object of an assessment under an external auditing.

8. Do you propose any substantive revision to the project document? In case of a positive answer, which are those revisions? Justify.

8.1 An increase in bandwidth in a short-term period, should be programmed. The implementation of new services requiring a considerable bandwidth is foreseen, as consequence of the AMHS systems' implementation in many States of the Region.

9. Provide any other information that could support or clarify your project assessment. You can attach the annexes that you consider necessary.

By ICAO: Name: Charge: Signature:	Date:
By Argentina: Name: Charge: Signature:	Date:
By Bolivia: Name: Charge: Signature:	Date:
By Brazil: Name: Charge: Signature:	Date:
By Chile: Name: Charge: Signature:	Date:
By Colombia: Name: Charge: Signature:	Date:
By Ecuador: Name: Charge: Signature:	Date:
By France: Name: Charge: Signature:	Date:
By Guyana: Name: Charge: Signature:	Date:
By Paraguay: Name: Charge: Signature:	Date:
By Perú: Name: Charge: Signature:	Date:

By Suriname: Name: Charge: Signature:	Date:
By Trinidad & Tobago: Name: Charge: Signature:	
By Uruguay: Name: Charge: Signature:	Date:
By Venezuela: Name: Charge: Signature:	Date:

PART III: Synoptical chart of the Project

Title and number of the Project:	RLA/03/901 REDDIG Management System and Satellite Segment Administration	Management dispositions:	
Institution in charge:	ICAO	Period covered:	January 2010
FINANCIAL SUMMARY			
Source of funds (thousand dollars)	Total budget year 2009 (miles de dólares)	Total expenditure year 2009 (thousand dollars)	Execution rate %
Participation in the expenditures of the project:			
Argentina	396,125		
Bolivia	231,198		
Brasil	647,373		
Chile	266,223		
Colombia	343,084		
Ecuador	222,167		
Francia	215,529		
Guyana	198,537		
Paraguay	225.685		
Perú	343,305		
Surinam	107.198		
Uruguay	301,387		
Venezuela	325,151		
Intereses	59,461		
Trinidad & Tobago	147,447		
	983	677	68.9 %

SUMMARY OF THE RESULTS		
Objective of Programme Support or Immediate Objectives	INDICATORS	ACHIEVEMENTS
<p>Immediate Objective # 1 To support the States of the SAM Region in the creation, as earliest possible, of a multinational mechanism for the definite administration of the REDDIG, in harmony with studies and to the identification and validation of multinational services/installations by GREPECAS</p>	<p>The States of the SAM region will arrange a multinational mechanism for the REDDIG administration</p>	<p>For the implementation of the OMR, a diplomatic conference was carried out, in which the Constitutive Agreement of the South American Air Navigation and Safety Organization, was approved. Three States of the Region: Chile, Paraguay and Uruguay have signed the agreement, same which is open for signature by other States of the ICAO South American Region, in the Ministry of Foreign Affairs of Brazil, until June 30, 2010, and later at the ICAO headquarters until its entry in force.</p> <p>This activity is not being executed by the REDDIG Project.</p>
<p>Immediate Objective # 2 REDDIG Management</p>	<p>Adequate operation of the REDDIG</p>	<p>The REDDIG Administration maintained the operation of the network with the same reliability and without interruptions up to date.</p>
<p>Immediate Objective # 3 Development of CNS/ATN applications in the REDDIG, in coordination with the RLA/98/003 project activities on Transition to the CNS/ATM Systems in the CAR/SAM Regions.</p>	<p>Implementation of at least one type of CNS/ATM application in the REDDIG platform</p>	<p>A document with AMHS systems technical specifications has been elaborated to test the AMHS systems interconnection.</p>

OBJECTIVE 1		
Develop a proposal for the creation of a multinational mechanism for the REDDIG final administration, considering the studies that in this regard, will be conducted by GREPECAS		
Note: This activity will no longer be carried out within REDDIG Project, but in Task Force on GREPECAS Institutional Aspects.		
Annual product goals	Products achievements	Products goals proposed for next years
1.1 Analysis of the multinational possible mechanisms to provide air navigation services in order to define an arrangement for the REDDIG Administration.	Several multinational mechanisms to provide air navigation services were analyzed. In this respect, it was determined that the South American Air Navigation and Safety Organization, will be the most appropriate mechanism to define the REDDIG Administration arrangement, as well as of other air navigation and safety services.	Initial activation of South American Air Navigation and Safety Organization.
1.2 Proposal for the establishment of a multinational mechanism for the REDDIG Administration, elaborated.	South American Air Navigation and Safety Organization	Activation of South American Air Navigation and Safety Organization, through an ICAO Technical Cooperation Project.
1.3 Proposal on the definite multinational mechanism for the REDDIG Administration, approved.	South American Air Navigation and Safety Organization	Activation of South American Air Navigation and Safety Organization, through an ICAO Technical Cooperation Project.
1.4 Arrangements for the activation of the multinational mechanism for the REDDIG administration, prepared	South American Air Navigation and Safety Organization	Activation of South American Air Navigation and Safety Organization, through an ICAO Technical Cooperation Project.

OBJETIVE 2		
REDDIG Administration		
Annual product goals	Product achievement	Products goals proposed for next year
2.1 Operation of the REDDIG administered by the project for a period of two years	Continue with same efficiency REDDIG administration has been working with. Due that solution consisting in managing REDDIG under a multinational organism (South American Air Navigation and Safety Organization) is not implemented yet, ICAO will continue managing it.	Probable implementation of South American Air Navigation and Safety Organization in late 2011.
2.2 REDDIG budget approved	REDDIG Project budget for 2010.	Project budget approval for 2010.
2.3 Satellite segment rented	Renewal for three more years for bandwidth with Intelsat provider, from January 1 st 2009 to December 31 st 2011.	Plan for the provision of bandwidth increase

OBJECTIVE 3 In correspondence to the FASID CAR/SAM requirements and in coordination with project RLA/98/003, plan the regional development of CNS/ATM applications and implement those applications.		
Annual product goals	Product achievements	Products goals proposed for next year
3.1 CNS/ATAM applications, identified.	AMHS systems interconnection between Argentina and Brazil	AMHS systems interconnection between Ezeiza and Asuncion, implemented.
3.2 Plan for the implementation of the CNS/ATM applications, approved		
3.3 CNS/ATM applications for the fix service implemented in the REDDIG platform.	Implementation of AMHS circuits between Ezeiza and Asuncion, Lima-Bogota, and Lima-Santiago.	Implementation of AMHS circuits between Ezeiza and Asuncion, Lima-Bogota, and Lima-Santiago.

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