

International Civil Aviation Organization



**THE SECOND MEETING OF THE COMMON
REGIONAL VIRTUAL PRIVATE NETWORK
TASK FORCE (CRV TF/2) OF APANPIRG**

Seoul, Republic of Korea, 12 May 2014



Agenda Item 2: Review draft documents DOA, CRV CONOP and RFI

PROPOSED OPERATIONAL OVERSIGHT GROUP (OOG) CONCEPT

(Presented by Thailand and the Secretariat)

SUMMARY

This paper proposes the concept of Operational Oversight Group (OOG) for the APAC CRV.

1. Introduction

1.1 The OOG was proposed during the CRV TF/1 in December 2013 to be the body within the APAC region responsible for operation of the APAC CRV. However, the model and structure of OOG had not yet been established during CRV TF/1. This working paper and the presentation placed in **Attachment A** are developed with the aim to introduce the concept of OOG for discussion and adoption of appropriate OOG model and structure.

2. Discussion

OOG Model

2.1 The main functions of OOG as drafted in the CONOP and DOA are as follow:

- Implementation of APANPIRG Strategy,
- Management of CRV membership,
- Management of DOA document,
- CRV rules and policies development and enforcement,
- CRV disputes resolution,
- CRV service provider contract management,
- CRV shared cost allocation,
- CRV change planning,
- CRV service performance monitoring,
- CRV network security monitoring,
- Other CRV related activities.

2.2 Some of the functions can be performed periodically (e.g. monthly, quarterly, etc.) while others should be performed 24/7 (e.g. service monitoring). This raises the question, who should be responsible for the 24/7 service monitoring, reporting, trouble-shooting, etc?

2.3 There are 2 possible scenarios, the first scenario is for OOG to be responsible for the 24/7 service monitoring, and the second scenario is for the CRV service provider to be responsible for 24/7 service monitoring. Each scenario has its own benefits and costs. For example, the 24/7 OOG service monitoring provides better service with more complexity and higher cost than 24/7 service monitoring by CRV service provider.

2.4 The proposed model for OOG, however, is to first use the CRV service provider to provide the 24/7 service monitoring in form of Network Operation Center. During the contract execution, the OOG coordinator and relevant parties will monitor the effectiveness of the provided support. If the service is assessed as not satisfactory, then the OOG should be able to switch to provide 24/7 service monitoring. Therefore, the relevant documents, such as DOA and Sealed Tender, have to enable both models and the switching to OOG Services monitoring if needed.

OOG structures

2.5 The parties working with OOG are CRV candidates, CRV members, CRV service provider and relevant ICAO bodies. The ICAO bodies may include APANPIRG, ICAO APAC Regional Office or other Regional Offices, etc. The relationship between all parties is described in figure 1. If the OOG provides 24/7 monitoring service, then the relationship is described in figure 2.

2.6 The staffs for OOG compose of OOG coordinator and OOG service monitoring staffs (if required). The OOG coordinator will perform the coordination and management tasks of OOG and will be appointed and rotated by CRV parties on an annual basis.

2.7 The OOG service monitoring staffs will perform network service monitoring in a 24/7 manner. There are 2 scenarios for the staffing; the first scenario is for each CRV member to provide its own 24/7 Point of Contact (POC) and the second scenario is for permanent staffs. In the first scenario, the 24/7 OOG services monitoring is delivered through the cooperation of POC, under the supervision of a designated POC. Rotation of supervisors would be done according to the roster as periodically established by the OOG group.

2.8 For the second scenario, dedicated permanent staffs will perform the task and will require funding. The dedicated staffs can be experts nominated by states or experts recruited by ICAO TCB. The funding will be shared among all CRV members on a cost recovery basis.

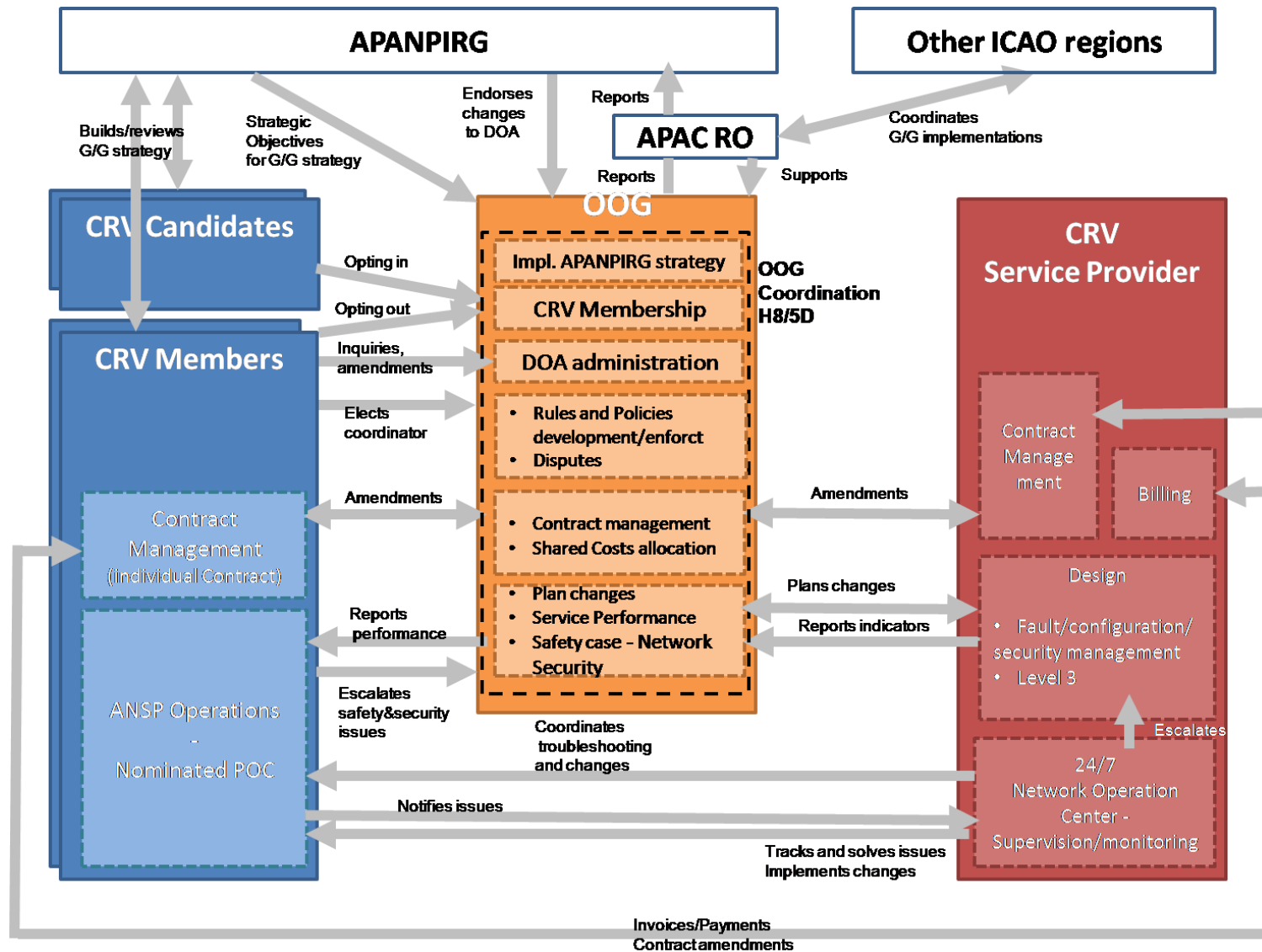


Figure 1 The relationship between OOG and related parties.

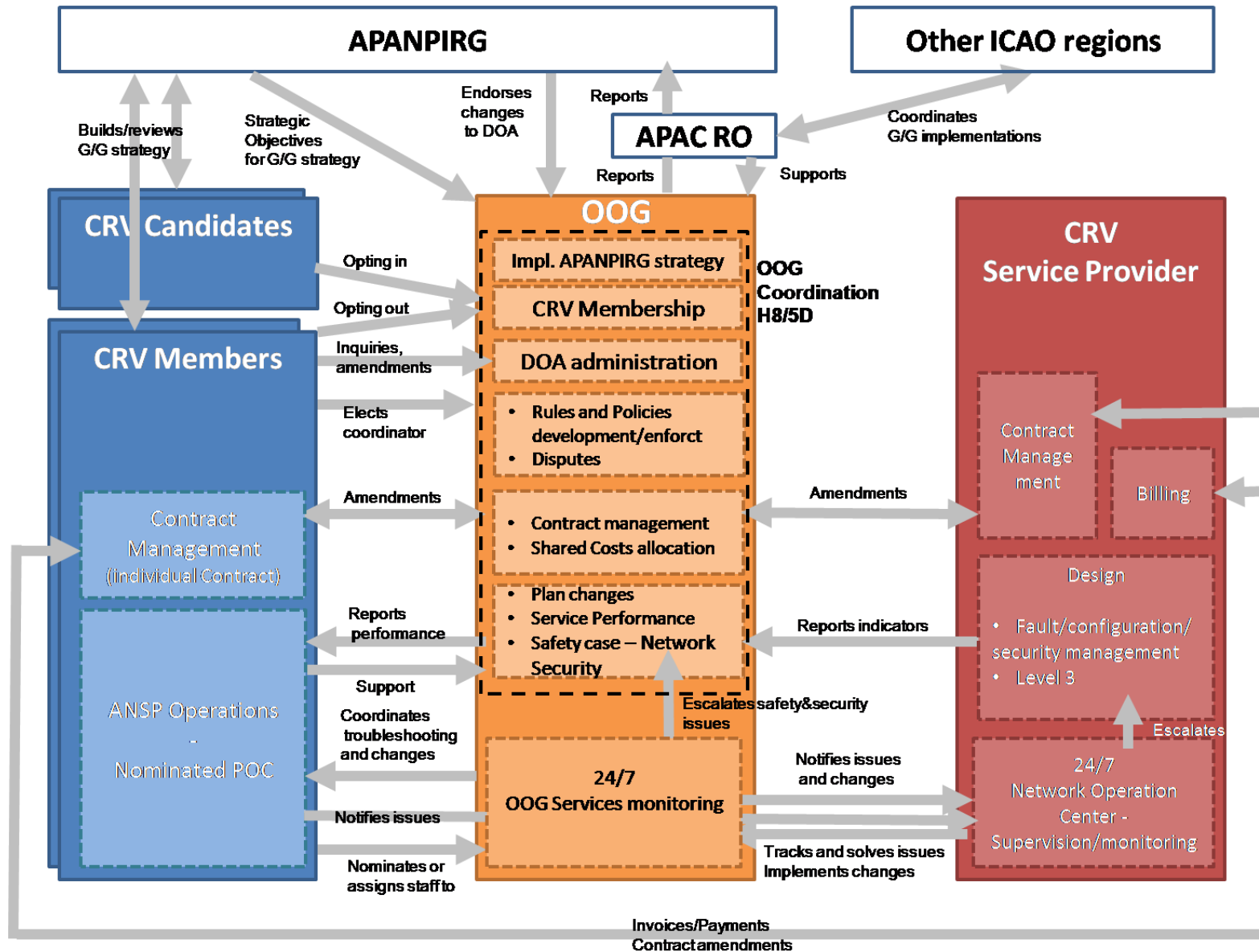


Figure 2 The relationship between OOG integrating 24/7 service monitoring, and related parties

Inclusion in the CONOPS

2.9 The draft CONOPS will have to include OOG model and structure in order to be finalized for CNS/SG 18 meeting.

3. Action by the meeting

3.1 The meeting is invited to:

- a) note the information in this paper and presentation as per Attachment A;
- b) discuss the proposed OOG models and OOG structure;
- c) adopt the appropriate OOG model and structure and make recommendation for ACSICG; and
- d) discuss any relevant matter as appropriate.
