INTERNATIONAL CIVIL AVIATION ORGANIZATION
THE 8TH NAFISAT SUPERVISORY COMMITTEE MEETING
(Mahe, Seychelles, 25- 26 March 2013)

NAFISAT, SADC VSAT2 AND MMC BRIEF
Presented by NANSC EGYPT

NAFISAT , SADC VSAT2 and MMC on brief

The Ninth NAFISAT Supervisory Committee meeting

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NAFISAT

- In 2001, ATNS and IATA were appointed as the network service providers for the VSAT network in the North Eastern Africa region. The network is known as the NAFISAT network.

- The NAFISAT supervisory committee was set up by article-6 of Memorandum Of Understanding MOU between NAFISAT States ,ATNS and IATA.

By 2006 all 13 States, namely, Djibouti, Egypt, Eritrea, Ethiopia, Kenya, Libya, Somalia, Sudan, Tanzania, Uganda, Saudi Arabia, Seychelles and Yemen signed the MOU enabling the implementation process to commence .

- The Network was funded, implemented and is managed, operated and maintained by the Network Provider consisting of IATA and ATNS of South Africa on behalf of the Members.

- The network provider recovers its cost by a bilaterally agreed on cost recovery mechanism where for most States Airlines contribute directly on the basis of the number of flights that cross the NAFISAT region FIRs .

- The Network Provider owns the Network and equipment in 11 States on behalf of the States until Its expenses are fully recovered. Two States opted to purchase their VSAT equipment and directly pay for their share of operational costs and so do not provide Statistics on FIR crossings by Aircraft.

- Due to delays in obtaining signatures of the bilateral agreements and clearing of custom duties the installations were completed on 28 February 2008.and opeation of the network commenced on 1 st April 2008.

- During NSCM/4 on 23-24 April 2009, it was reported that the interconnectivity between NAFISAT and AFISNET network at Chad,Niger and Congo Brazzaville has been completed and operational.

- It is also reported that the interconnectivity of NAFISAT with SADC VSAT 2 network at kinshasa ,Kigali,Dar El salam and Mauritius have been completed and are operational..

SADC VSAT Network

- The SADC VSAT 1 Network has been operational since 1998 and has eliminated all communication deficiencies in the SADC region .

- This network is fulfilling the region's communication requirements in terms of the ICAO Africa / Indian Ocean (AFI) plan. It has succeeded in integrating a regional communications network, contributing to increased communication allowing for greater safety on air traffic movements and is financially sustainable

- Countries on the SADC VSAT networks are: Angola; Botswana; Democratic Republic of the Congo; Lesotho; Malawi; Mauritius; Mozambique; Namibia; South Africa; Swaziland; Tanzania; Zambia and Zimbabwe

- The SADC VSAT II network became operational on 1 December 2007. The replacement of the network was necessitated by technological advancements, user requirements, as well as the fact that the SADC VSAT1 equipment reached its "end of life" the deficiencies of the network further require that the network be replaced.

MMC

- On the 27 March 2012, as part of The African Indian-Ocean (AFI) planning and implementation regional group eighteenth meeting (APIRG/18) which was held in Kampala, Uganda, from 27-30 March 2012 , ATNS inaugurate the much-awaited NAFISAT maintenance management centre (MMC) master back-up terminal, at a special gala dinner near the Entebbe International airport, Uganda .

- The new Very Small Aperture Terminal (VSAT) is capable of providing monitoring and timing functions for the NAFISAT and SADC/2 VSAT networks in the unlikely event that the Master terminal in Johannesburg should fail

- The NAFISAT Maintenance Management Centre (MMC) Master Back-up Terminal is located at Entebbe, Uganda.
- Installation of the terminal was completed on 4 October 2011 where on-site training of CAAU (Civil Aviation Authority of Uganda) engineers and technicians was also completed successfully.
- The new terminal also prevents sun interference from interrupting the SADC/2 and NAFISAT network services (sun interference occurs twice annually and lasts for about 4–6 minutes for about seven days in each time).

- It further acts as a monitoring terminal for the networks – should a problem be experienced in Johannesburg
- . The VSAT Manager and his team of technicians, located at OR Tambo International Airport, are responsible for the operation and maintenance of the terminal
- MMC was made with the latest VSAT technology in compliance with the best practices as well as the requirements stipulated by ICAO. It is rated similarly to the latest and best VSAT technology used globally

Conclusion

To continue to ensure a good availability and reliabilty of NAFISAT &SADC VSAT 2 , the members shall:

o Share experiences in network maintenance,

o Considering the benfits of existing Master Station in Johansburg and MMC in Ughand when studying the integration of AFI VSAT networks (NAFISAT,SADC2/CAFSAT and AFISNET)which will be cost effective in integration process.