INTERNATIONAL CIVIL AVIATION ORGANIZATION
ELEVENTH MEETING OF THE NAFISAT SUPERVISORY COMMITTEE (NAFISAT-SVC/11)
(NAIROBI, KENYA, 10-11 OCTOBER 2016)

Agenda item 10(b): NAFISAT Network Upgrade

NAFISAT Custom Clearance processes

(Presented by ATNS)

SUMMARY

This working paper discusses Custom Clearance procedures and issues in respect of Spares and Test Equipment required for the maintenance of the NAFISAT Network.

1. Background

1.1. The Tenth NAFISAT Supervisory Board Meeting acknowledged the successful maintenance of the VSAT network, which was achieved through the continuous commitment and assistance of the Member States.

1.2. The customs clearance of VSAT equipment and spares for maintenance of the NAFISAT Network has received great effort and support from most of the member States.

1.3. In order to ensure the reliable operation of the VSAT network and to reduce interruption in services to a minimum it is essential that the spares required for repair of faults arrive on site in the minimum possible time.

2. Discussion

2.1. NAFISAT Network Maintenance strategy

2.1.1. The maintenance strategy accepted by the Member States except for Saudi Arabia is based on a centralized system. The advantages of this system are, amongst others:

a) Its cost effectiveness; and
b) The efficient shipment of faulty spares to and from remote sites.

2.1.2. When a fault is reported the ATNS technician establishes inter alia whether any spares are required to rectify the fault. If any equipment has failed the technician departs with the spares and after the repair the faulty spares are returned with the technician for repair at the centralised maintenance centre or shipped the OEM for repair, if required.

2.1.3. Past availability data indicated that this centralised maintenance strategy is sufficient to guarantee the agreed service level.

3. Customs Issues

3.1. The rules, regulations, and laws for customs clearance procedures are different from country to country and it should therefore be endeavoured to streamline this process in each country to the maximum extent possible.

3.2. The clearance of equipment and spares has received great effort and support from some States. Isolated instances were reported where it is still a lengthy process.

Some States require the involvement of a local shipping agent for the clearance of equipment and results in increase of costs and also delays in having the equipment and spares cleared. The confiscation of spares and test equipment by Customs has also occurred when visiting some of the States, resulting in unnecessary delay.

In this regard all member States are encouraged to provide the necessary assistance when clearing spares and test equipment through custom.

3.3. The involvement of Civil Aviation Authorities is crucial in the speedy process of customs clearance. In order to expedite clearance of spare equipment through custom a detailed list of spare equipment that will be used for maintenance of the VSAT terminals has been prepared. This list is attached as Appendix A to this letter. The technicians also carry test equipment with them when travelling to the remote sites and a list of typical test equipment is attached as Appendix B. It should be noted that the lists were updated to include the network upgrade equipment and spares.

3.4. It is also suggested that all States provide ATNS with details of specific requirements for the clearing of VSAT spares and test equipment required by their custom authorities.

4. Visa Requirements

In some instances it is also required by ATNS technicians to obtain a Letter of Invitation to submit with their Visa application. The delay in obtaining such a letter of invitation creates significant delay to rectify terminal faults.

A possible solution could be for States to allow ATNS technicians to obtain approval for multiple entry Visas. States could also advise ATNS of any other means that could expedite the application of Visas so that it can be investigated as possible means of improving the network serviceability.

5. Conclusion

5.1 It is requested that:

a) The meeting take note of the issues experienced by ATNS in respect of the clearance of spares and test equipment through customs during maintenance.
b) Urge States to continue to assist ATNS with the custom clearance process and provide details of specific custom requirements applicable to their State.
c) Advise ATNS on possible solution of how to expedite the application of Visas.

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Attachments

Appendix A - List of Spare Equipment used for maintenance of the NAFISAT VSAT2 terminals

Indoor equipment
SKYWAN IDU7000 Master
SKYWAN IDU2570
SKYWAN IDU 5000
MEMOTEC
FAD9230
FAD9220
FAD8400/4
FAD8400/8
CX900
CX950
CX2000
Dual FXS-card
Quad E&M-card
Dual Serial-card
NMS & IT
NMS server HW
Local NMS terminal & KVM set
IP router / L3-switch with BGP
Server PE1800
Server PE850
Server Agent
Local NUC

Outdoor equipment
RFT5000 60W/20W
Power Supply FPS5000 for RFT
LNB
RF switch TX
RF switch RX
RCU5000 redundancy control unit

Rack accessories / UPS
Fans
circuit breakers
1 Telephone handset module
2 Telephone handsets module
set of consumables
UPS
DSP 6KVA
Datum
PSM 500L (mod)
PSD 500L (demod)
SERELI Active Splitter/Combiner
Combiner
Splitter

Appendix B - Detailed list of Test Equipment used for maintenance of the NAFISAT VSAT2 terminals

Portable Spectrum Analyser
BER Tester
Multimeter
Inclinometer
Tool Box

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