CNS/SG/2 - WP/6

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
COMMUNICATIONS, NAVIGATION AND SURVEILLANCE SUB-GROUP SECOND MEETING
CNS/SG/2

INTERNATIONAL CIVIL AVIATION ORGANIZATION

(Dakar, Senegal , 22-25 May 2007)

(Presented by ASECNA)

SUMMARY

The present Working Paper gives a progress report on the implementation of rationalized AFTN Plan in ASECNA area. For the shortcomings and deficiencies still existing in the establishment of the concerned circuit, it proposes solutions to overcome them.

Agenda Item 4.1: **Aeronautical Fixed Service status in ASECNA**

Rationalised AFTN circuits achievement and Performance in ASECNA States

1. Introduction

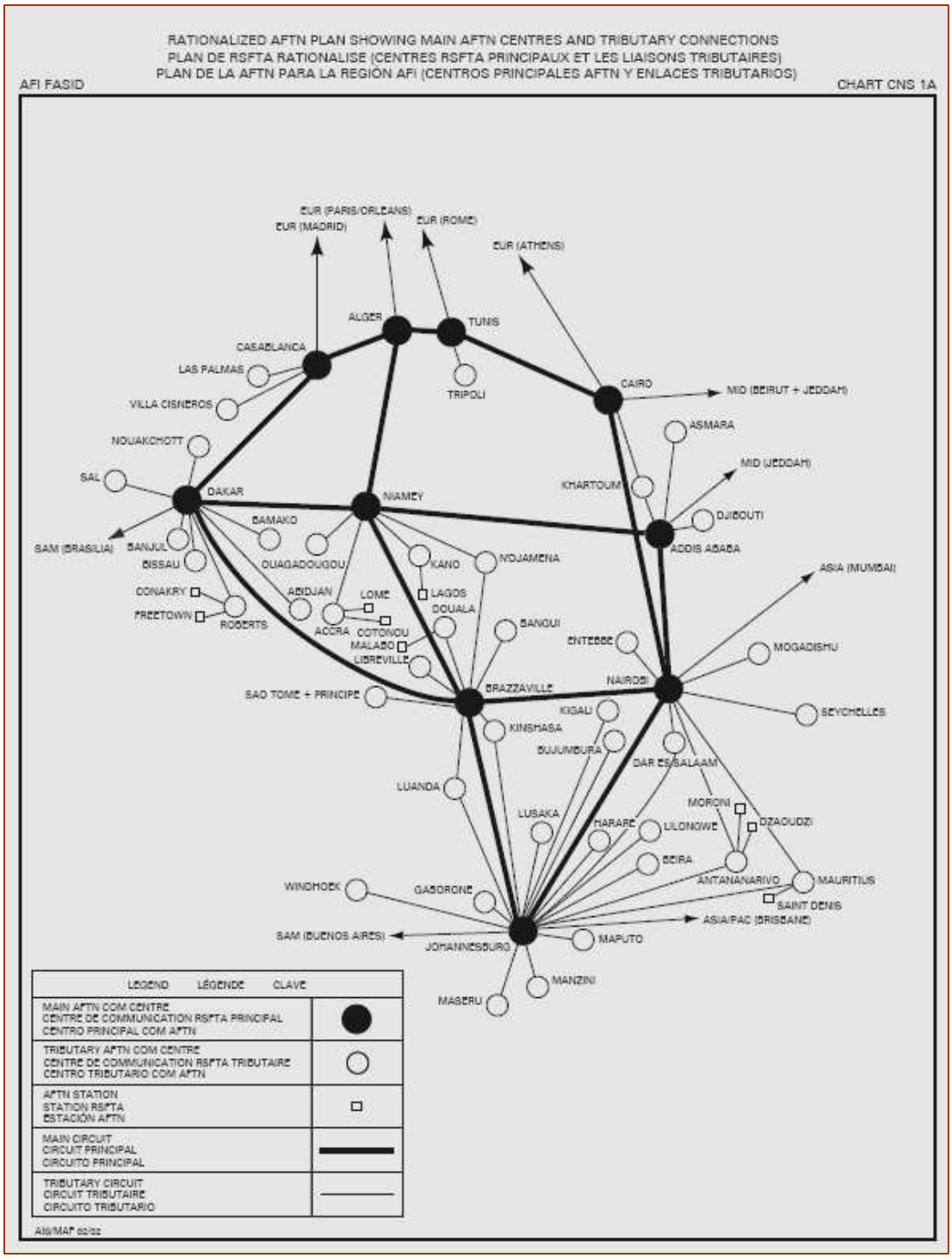
The elimination of the shortcomings and deficiencies in the field of aeronautical telecommunications in AFI Region and in particular that dealing with the Aeronautical Fixed Service (AFS) links, became an essential challenge for the implementation of the area control service, specified in APIRG/13 conclusion 13/31.

In this context, the effective implementation of the A FTN circuits, can be done only in a co-operative/proactive approach and by the adequate use of the existing and reliable links.

According to the RAN AFI/7 recommendations 5/23 and 9/2 , relating to the use of VSAT technology for the implementation and improvement of the AFS circuits, ASECNA carried on and expedited its VSAT installation stations schedule , in order to eliminate the noted shortcomings and deficiencies.

The AFI map , below shows the planned AFTN circuits reviewed by APIRG 15 (Doc:7474 FASID)

AFI AFTN Implementing Plan map



The figure 1, below shows the situation of the physical links of and to the ASECNA AFTN centres .

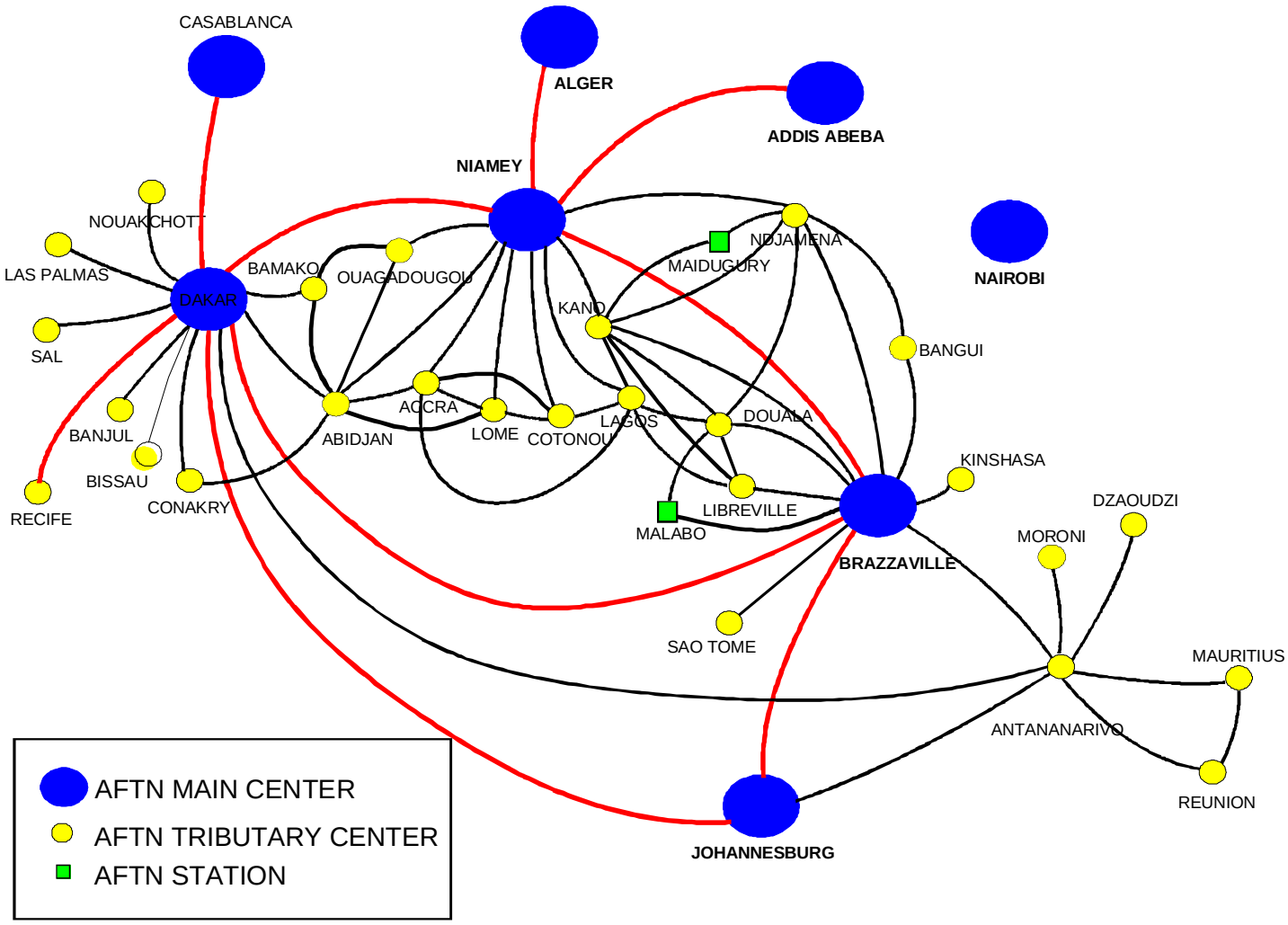


FIGURE 1: *Physical links implemented in ASECNA area*

It can be noted all the links are implemented via AFISNET, CAFSAT and SADC networks, except for the links Brazzaville/Kinshasa(by microwave) and Niamey/Addis Ababa (PTT facilities: leased line)

2. Discussion

- **Implementation of rationalised AFTN circuits**

Table1 allows to:

- highlight that on 49 required circuits in ASECNA area , 47 are implemented for a realization rate about of 96%

- note that all the circuits of which the two ends are under ASECNA responsibility, are fully carried out (100% realization rate) through AFISNET facilities.
- note that some circuits realized through public telecommunication operators are sometime unavailable

Tableau 1 : Rationalized AFTN implementation circuits status

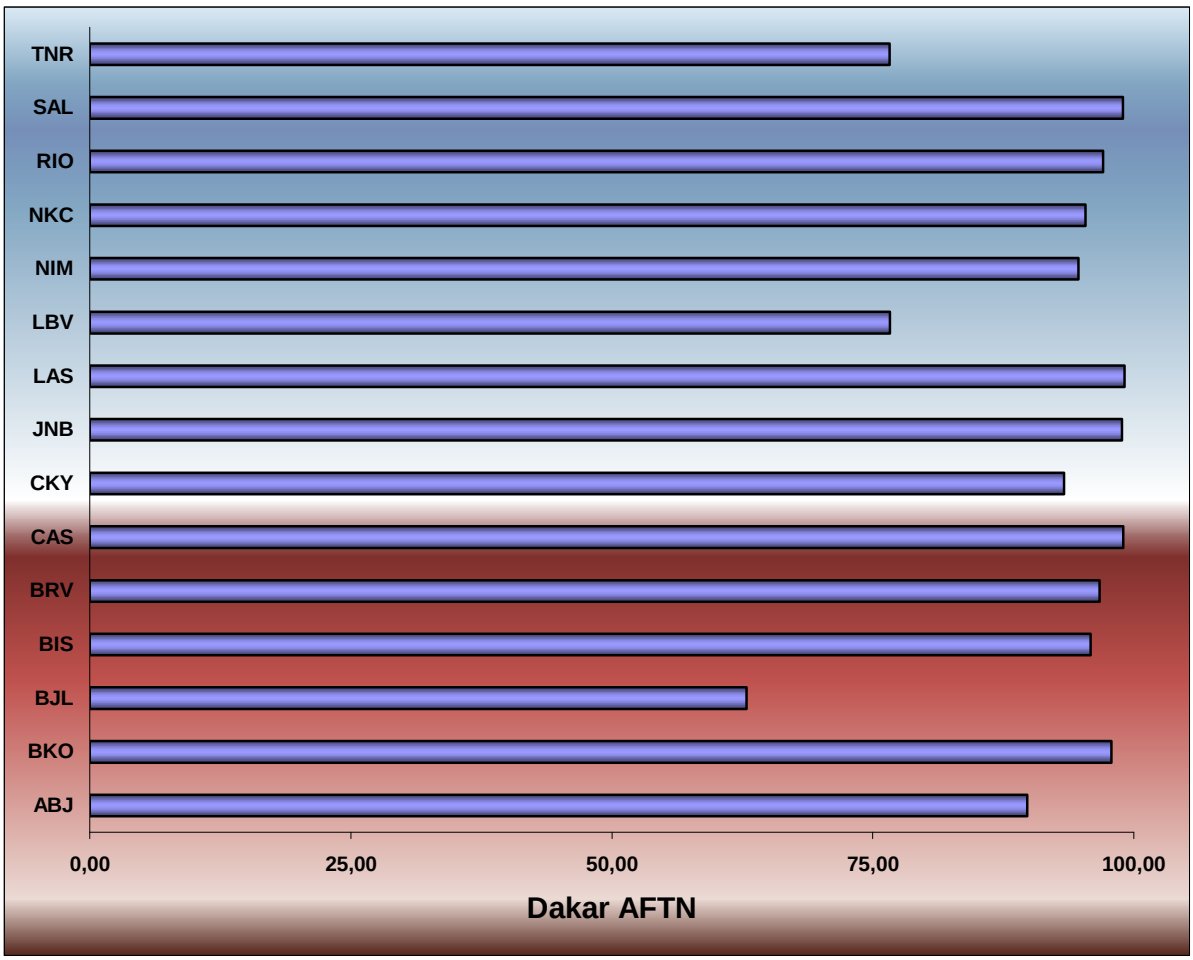
Country	COM CENTRE	REQUIRED CIRCUITS	IMPLEMENTED CIRCUITS	%	NOT IMPLEMENTED CIRCUITS	BILATERAL IMPLEMENTED CIRCUITS
BENIN	COTONOU	2	2	**100%**		LOME , NIAMEY
BURKINA	OUAGA	1	1	**100%**		BAMAKO, BOBO
CAMEROON	DOUALA	2	2	**100%**		KANO, LIBREVILLE, LAGOS, N'DJAMENA, GAROUA
CONGO	BRAZZAVILLE	11	9	**91%**	**LUANDA NAIROBI**	ACCRA, KANO, MALABO, POINTE NOIRE
COTE D'IVOIRE	ABIDJAN	1	1	**100%**		LOME, NIAMEY, ACCRA , BAMAKO
GABON	LIBREVILLE	1	1	**100%**		DAKAR, DOUALA, KANO, LAGOS, ACCRA
BISSAU GUINEE	BISSAU	1	1	**100%**		
EQUATORIAL GUINEE	MALABO	1	1	**100%**		BRAZZAVILLE
MADAGASCAR	IVATO	4	4	**100%**		ST-DENIS
MALI	BAMAKO	1	1	**100%**		OUAGADOUGOU, ABIDJAN
MAURITANIE	NOUAKCHOTT	1	1	**100%**		NOUADHIBOU
NIGER	NIAMEY	8	8	**100%**		ABIDJAN, COTONOU, LOME
R C A	BANGUI	1	1	**100%**		NDJAMENA
SENEGAL	DAKAR	11	11	**100%**		LAS PALMAS, LIBREVILLE
TCHAD	NDJAMENA	2	2	**100%**		BANGUI , KANO, MAIDUGURI, DOUALA, GAROUA
TOGO	LOME	1	1	**100%**		ABIDJAN, COTONOU, NIAMEY, NIAMTOUGOU
		49	**47**	**96%**		

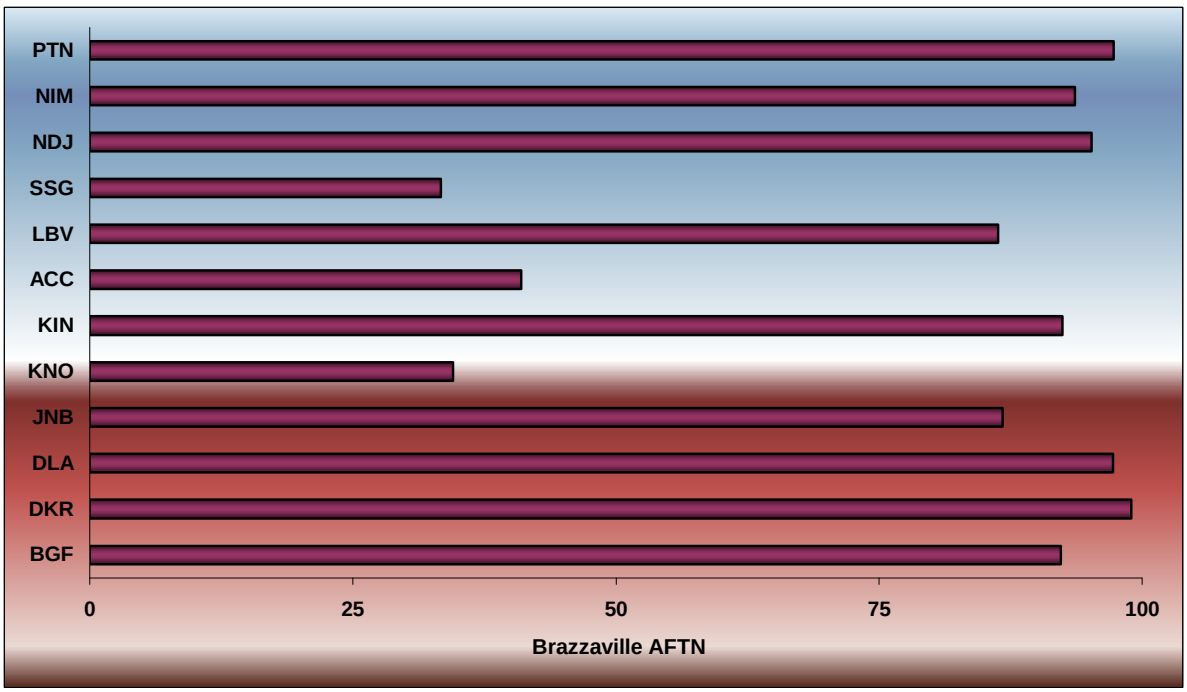
- **AFTN circuits Performances**

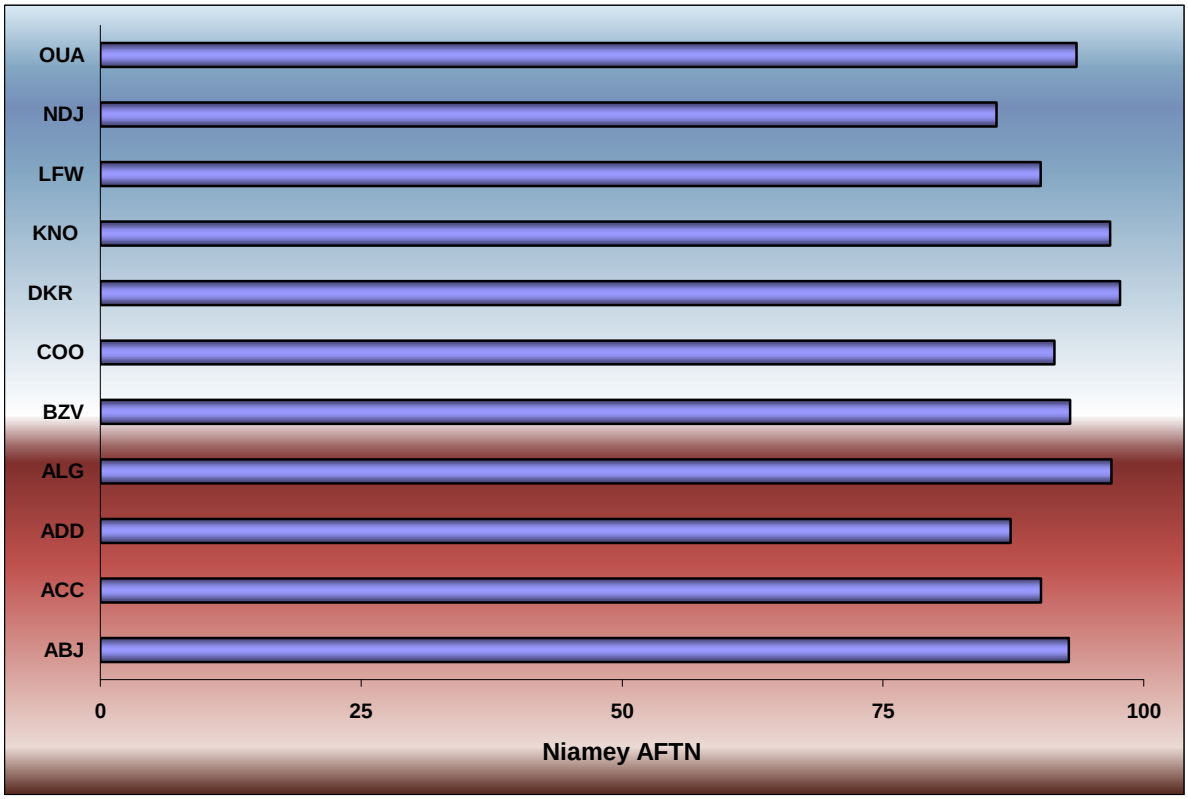
The **AFTN circuits Performances** for ASECNA AFI main centres is summarized up in table 2
More details for each ASECNA site is available.

Most of the circuits have the required availability rate (≥ 97%); the low rates are related to facilities dysfunctions and cooperative trials should be conducted to clear these dysfunctions.

Table 2: Availability of AFI rationalized AFTN of ASECNA Main Centres circuits







- **AFTN on going projects (See a special Working Paper)**

3. CONCLUSION

The meeting is invited to:

- note the realization rate for the AFTN circuits implemented in ASECNA area (under its full responsibility), which are a question of vital importance for the air navigation service;
- note the current deficiencies and take the appropriate actions to clear them;
- Encourage the others side regarding the circuits not yet implemented to carry out their implementation.