



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### SIXTH MEETING OF THE APIRG COMMUNICATIONS SUB-GROUP (COM/SG/6)

(Nairobi, 24 - 26 September 2002)

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**Agenda Item 3: Follow up of APIRG/13 Conclusions and Decisions**  
*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the Conclusions and Decisions from COM/SG/5 and APIRG/13 Meetings with information on action taken and status of validity.

**1. Introduction**

1.1 The Fifth Meeting of the Communications Sub-group (COM/SG/5, Dakar, 3-6 October 2000) formulated a number of Conclusions and Decisions for adoption by APIRG. Most of these Conclusions and Decisions were adopted by APIRG/13 (Sal, Cape Verde, 25-29 June 2001). Subsequently, various actions were taken by the Air Navigation Commission, the ICAO Council and the Regional Offices on the Conclusions and Decisions of APIRG/13.

1.2 **Attachment A** to this paper provides the list of Conclusions and Decisions of COM/SG5 and APIRG/13, and actions taken.

**2. Discussion**

2.1 The Secretariat has reviewed the list of valid Conclusions and Decisions as shown in **Attachment A**.

**2.2 Action by the COM Sub - group**

The Meeting is invited to review progress so far made on the implementation of these Conclusions and Decisions and to note the actions taken.

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APPENDIX

**FOLLOW-UP ACTION ON APIRG/13 MEETING CONCLUSIONS AND DECISIONS**

<b>Conc. No.</b>	<b>TITLE &amp; TEXT</b>	<b>Follow-up action</b>
Conc. 13/5	<p><b>Brazzaville/Nairobi Main AFTN Circuit</b></p> <p>1) Kenya and ASECNA implement the main Brazzaville/Nairobi AFTN circuit as soon as possible ; and</p> <p>2) The concerned parties hold a meeting under the auspices of ICAO with a view to finding a final and lasting solution to the matter</p>	<p>Coordination is still going on for a meeting between the parties.</p> <p><u>A meeting was convened in February 2002 but did not go through.</u></p>
Conc. 13/15	<p>Extension of the use of satellite Technology.</p> <p>That:</p> <p>A VSAT Network involving Chad, Djibouti, Egypt, Eritrea, Ethiopia, Kenya, Libya, Somalia, Sudan, and Uganda be established to cater for AFS requirements.</p>	<p><u>The first meeting of the States took place at Nairobi, 22 January 2002.(Ref WP/11).A proposal for a VSAT network (NAFISAT) has been accepted in principle by States. A Working Group has been developing the project and a feasibility study has been conducted. The results are to be presented to States concerned.</u></p>
Conc. 13/6	<p><b>Alger/Niamey main AFTN circuit</b></p> <p>That Alger install an AFISNET VSAT Terminal for the main Algiers COM Center as soon as possible for the purpose of upgrading the reliability of Alger/Niamey main circuit</p>	<p>(ASECNA <u>and Algeria</u> to give inputs)</p>
Conc. 13/7	<p><b>Nairobi/Johannesburg Main AFTN Circuit</b></p> <p>That :</p> <p>1) Kenya and South Africa upgrade, as a matter of urgency, the availability of the Nairobi/Johannesburg AFTN main circuit up to a minimum of 97 % ; and</p> <p>2) Kenya and South Africa agree on a bilateral technical solution, including an increase in the modulation rate to a minimum of 1200 BPS.</p>	<p><u>No data on availability received from both States by the Regional Office.</u></p>

<b>Conc. No.</b>	<b>TITLE &amp; TEXT</b>	<b>Follow-up action</b>
Conc. 13/8	<p><b>Dakar/Johannesburg Circuit</b> That:</p> <p>a) Senegal and South Africa upgrade, as a matter of urgency, the reliability of the Dakar/Johannesburg main AFTN circuit, and</p> <p>b) South Africa integrate to CAFSAT network.</p>	<p>The circuit is operational, availability is 98%.</p> <p>( South Africa to give update)</p>
Conc. 13/9	<p><b>Review of the configuration of the AFI AFTN Plan.</b></p> <p>1) Johannesburg AFTN main center be an AFI entry/exit between the AFI and ASIA/PAC Regions.</p> <p>2) The following AFTN circuit be deleted from the AFI air navigation plan : Mauritius/Asia/Pac, Bujumbura/Dar(es-Salaam, Kigali/Dar-es-Salaam ;</p> <p>3) The following main and tributary AFTN circuits between Johannesburg and the following centers be included in the AFI Air Navigation plan ;; Dakar, Bujumbura, Dar-es-Salaam, Kigali, Kinshasa, Luanda and Mauritius; and</p> <p>4) The network configuration chart be that shown at Appendix E to the Report</p>	<p>Completed. <u>APANPIRG has been requested to designate the corresponding entry/exit point.</u></p> <p><del>Completed</del><u>Included in FASID.</u></p> <p><u>Included in FASID.</u></p> <p><u>Included in FASID</u></p>

Conc. No.	TITLE & TEXT	Follow-up action
Conc. 13/10	<p><b>Introduction of BIT-oriented Protocols in the AFI Region</b></p> <p>That the AFI main AFTN centres introduce, in a gradual manner, but-oriented protocols with a view to upgrading the integrity of data transmission and paving the way to migration to the aeronautical telecommunications network (ATN)</p>	On going
Conc. 13/11	<p><b>VSAT networks interoperability/Integration</b></p> <p>That a meeting be organized between ICAO, INTELSAT and VSAT service providers and user organizations for international civil aviation in order to find out ways and means of achieving interoperability and integration of VSAT networks in the AFI Region.</p>	On going. <u>A meeting was planned before the ATN/TF/1 Meeting but did not go through.</u>
Conc. 13/12	<p><b>Seminars on the Aeronautical Telecommunications Network (ATN)</b></p> <p>That ICAO continue to organize seminars on the ATN in the AFI Region</p>	Due to budget constraints <del>on no</del> seminars could be organised <u>this year in 2002.</u>
Conc. 13/13	<p><b>Use of SITA Network for AFTN circuits requirements</b></p> <p>That States resorting, to temporary SITA circuits on a bilateral basis for AFTN purposes implement as soon as possible the AFTN circuits included in the Air Navigation Plan.</p>	Completed
Conc. 13/14	<p><b>Interconnection between VSAT networks - AFTN and ATS/DS connectivity</b></p> <p>That ASECNA and (ATNS) South Africa provide, as a matter of urgency, the following VSAT terminals:</p> <p><u>1) a)</u> Antananarivo : a SADC VSAT compatible terminal pointed to INTELSAT 604 ;</p> <p><u>2)</u> Brazzaville : an AFISNET VSAT compatible terminal pointed to INTELSAT 707 ; and</p> <p><u>3)</u> Johannesburg : an AFISNET VSAT compatible terminal pointed to INTELSAT 707.</p>	On going. (ASECNA <u>and ATNS</u> to give updates)

<b>Conc. No.</b>	<b>TITLE &amp;TEXT</b>	<b>Follow-up action</b>
Conc. 13/16	<p><b>Need for technical cooperation agreements in the implementation of satellite telecommunication facilities with the AFI Region</b></p> <p>That , taking into consideration the amount of experience and expertise being progressively gained in the AFI Region from satellite telecommunication technology, States should resort to multiform technical cooperation bilateral or multilateral agreements when implementing aeronautical telecommunication facilities, notably earth stations.</p>	On going
Conc. 13/17	<p><b>Improvement of the ATS/DS network</b></p> <p>That, as a matter of priority, States implement and improve ATS/DS circuits included in the Air Navigation Plan (ANP) within the context of a step-by-step approach to progressively improve air traffic control service in the region.</p>	On going
Conc. 13/18	<p><b>Introduction of 25 kHz VHF channel spacing in the AFI Region</b></p> <p>That VHF frequency assignment in the AFI Region be done on the basis of 25 kHz channel spacing of 25 kHz channel spacing.</p>	Completed
Conc. 13/19	<p><b>VHF Frequency utilization plan</b></p> <p>That the VHF frequency utilization plan for the AFI Region be the plan shown at Appendix F to this report.</p>	Completed
Conc. 13/20	<p><b>VHF Frequency Assignments on Worldwide reserved frequencies</b></p> <p>That States concerned cease the use of worldwide reserved frequencies (121.5 and 123.5 MHz) for services other than those planned by ICAO in Annex 10.</p>	Completed
Conc. 13/21	<p><b>Congestion of the HF frequencies in the AFI Region</b></p> <p>That, in order to reduce congestion, States should :</p> <p>1) <del>a)</del> Implement, as a matter of urgency, ATS/DS circuits in the Air</p>	On going

Conc. No.	TITLE & TEXT	Follow-up action
Conc. 13/21	<p>Navigation Plan (ANP) ;</p> <p><del>3)2)</del> Refrain from using air-ground HF frequencies for ground-ground communications ; and</p> <p><del>4)3)</del> Request air traffic services personnel to use air-ground VHF frequencies rather than HF frequencies to obtain information such as souls on board, endurance, type of aircraft and registration.</p>	<p>On going</p> <p>On going</p>
Conc. 13/22	<p><b>Termination of the use of the band 1559-1610 MHz by fixed Services</b></p> <p>Considering that the sharing of the band 1559-1610 MHz allocated to the RNSS (including GNSS) with the fixed services is not feasible, states concerned should coordinate with the corresponding national frequency management authority in order to:</p> <ol style="list-style-type: none"> <li>1) Determine if any fixed service stations operate in the band 1559-1610 MHz and, if so, either cease their operation or relocate them to other fixed-service band before GNSS-based operations are approved;</li> <li>2) Establish plans to avoid any future implementation of fixed service stations to operate in the band 1559-1610 MHz; and</li> <li>3) Take steps for the deletion of the national footnotes in this band at ITU WRC 2003.</li> </ol>	<p><u>States concerned advised to implement this Conclusion at ITU-WRC 2003.</u></p>
Conc. 13/23	<p><b>Support to the ICAO-s position at ITU-WRC 2003</b></p> <p>That AFI States pursue their efforts to promote and defend the ICAO-s position at the ITU world radio conference (WRC) 2003.</p>	<p>On going (WP/17)</p>