INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

(Nairobi, 24 - 26 September 2002)

Agenda Item 4:   **Aeronautical Fixed Services**

Implementation of AFS requirements between Accra, Brazzaville and Luanda FIRs.

(Presented by the Secretariat)

SUMMARY
This paper highlights the urgent need for the implementation of AFS circuits between the Accra, Brazzaville, Kano and Luanda FIRs situated at the intersection between areas of routing AR4 and AR5, for consideration by the meeting.
References: - APIRG/13 Report   - COM/SG/6 WPs 4, 5 and 12.   - SAT/10 and SAT/10/TF/1 Reports

1. Introduction

1.1 From the updated list of deficiencies affecting aeronautical fixed telecommunication services (AFTN and ATS/DS) in the AFI Region, the intersection between routing areas Europe/Africa – Indian Ocean (South) (AR4) and Gulf of Guinea (AR5) appears to be an area of most concern. The flight information regions (FIRs) involved are mainly Accra, Brazzaville and Luanda. This paper highlights the need for prompt remedial action to be taken by States and Organizations.

2. Discussion

2.1 Working papers WP/4, WP/5 and WP/12 provide detailed information on the status of implementation of AFS requirements in the AFI Region.

2.2 Within the specific area being considered in this working paper, attention is drawn on the following:

AFTN

2.3 There are no AFTN links between Brazzaville AFTN main centre and its Luanda and Sao Tome tributary centres.

Brazzaville/Luanda:

2.4 The following solutions have been considered so far as possible options to implement this AFTN link:

1) Interconnection between Brazzaville and Johannesburg main centres. Luanda is linked to Johannesburg through the SADC VSAT network (the link Brazzaville/ Johannesburg was expected to be completed in August 2002)

2) Implementation of an AFISNET node in Luanda, and/or

3) Implementation of a CAFSAT node in Luanda, taking into account SAT requirements (AR1 and AR2).

2.5 The meeting may wish to discuss the most cost-effective scenario for Luanda to meet the various requirements.

Brazzaville/Sao Tome:

2.6 Implementation of an AFISNET node in Sao Tome is being considered by Ghana, Sao Tome and Principe and ASECNA.

ATS/DS

2.7 There are no/no reliable ATS/DS links between the following adjacent ATS units:

Accra ACC/FIC and Brazzaville ACC/FIC:

2.8 An AFISNET link has been implemented by Ghana and ASECNA. This link is reported deficient very often. Ghana and ASECNA may wish to confirm actual operational status of this link.

Brazzaville ACC/FIC and Luanda ACC/FIC:

2.9 The planned AFISNET VSAT in Luanda has not been implemented so far. HF A/G frequencies are being used for ATS coordination between Brazzaville and Luanda, which is definitely inappropriate.

Accra ACC/FIC, Brazzaville ACC/FIC and Sao Tome TWR:

2.10 Sao Tome and Principe's airspace spreads over Accra/Brazzaville FIR boundary, making it mandatory to implement ATS/DS links between Sao Tome TWR and the two ACCs, which is not the case as yet. As already mentioned here-above (para.2.6), implementation of an AFISNET node is under consideration by Ghana, Sao Tome and Principe and ASECNA. Indications are that a VSAT might be installed in Sao Tome before the end of the year 2002.

Libreville ACC and Sao Tome TWR:

2.11 The foregoing applies to the requirement for an ATS/DS link between Libreville ACC and Sao Tome TWR, both ATS units being responsible for adjacent TMAs. An AFISNET node in Sao Tome is expected to cater for this requirement.

3. Action by the COM Sub-group

3.1 The COM Sub-group is invited to:

1) Take note of the information provided in this paper

2) Urge Ghana, Sao Tome and Principe and ASECNA to expedite the implementation of an AFISNET node in Sao Tome to cater for ATS/DS and AFTN requirements with Accra, Brazzaville and Libreville; and

3) Recommend a cost-effective solution to implement by Angola, Congo (DRC), Ghana and ASECNA to cater for ATS/DS and AFTN requirements between Accra, Brazzaville and Luanda ACCs, taking due account of existing VSAT networks.