INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE

Fifteenth Meeting on the Improvement of Air Traffic Services over the
South Atlantic (SAT 15)
(Lisbon, Portugal, 19-21 May 2010)

Agenda item 2: Communications, Navigation, Surveillance (CNS)

2.1 CAFSAT Management Committee

(Presented by the Secretariat)

SUMMARY

The objective of this working paper is to propose a draft Terms of reference for the CAFSAT network Management Committee, using the experience gained through the AFISNET Satellite Network Management Committee (SNMC) activities.

REFER: Reports SAT14, SAT14/TF1Meetings
Report APIRG 16
Report RAN/AFI SP

Action By the Meeting: See paragraph 3

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1. Introduction

1.1   The CAFSAT Network is a trans-regional network which embodies the AFI, EUR, NAT and SAM areas. Since its implementation, it has been solving the gaps previously noted in the Aeronautical Fixed Service (ATS/DS, AFTN) and remains a support available for the implementation of CNS/ATM systems and in particular for the ground components of the ATN (AMHS, Surveillance data Exchange…).

1.2   Like all other networks, it has been pursuing its growth and being submitted to adjustments dictated by the technological evolution. For example, at the request of various SAT meetings (SAT/13 and SAT/14), the CAFSAT and AFISNET networks have been inter-operating since 2009 thanks to the installation of a CAFSAT station in Nouakchott (Mauritania) on one side, and of an AFISNET station in Las Palmas (Spain) on the other side, after close coordination between Spain and ASECNA.

2.   Discussion

2.1   Evolution and modernization of CAFSAT network

Since last SAT/14 meeting (Montevideo, Uruguay, 7- 9 May, 2008), the CAFSAT Network has undergone notable evolutions with regard to interconnection between networks and its modernization as well.

SAT 14 meeting was informed of the end-of-life of the original satellite **IS-801** on which CAFSAT network was operating and therefore, a Working Group for the Migration of the CAFSAT network (**Decision SAT14/13**) was set up .This working group ensured successfully the migration process of all the CAFSAT Network on the **IS-901, Transponder 36/36** without any major interruption of service.

2.2   Management of CAFSAT network

2.2.1   The first meeting of the SAT 14 Task Force, (SAT14/TF/1, Sal, Cape Verde, 10-12 June, 2009) noted the information given on the activities of the Working Group for the Migration of CAFSAT network and recognized that this group had carried out its mandate successfully.

2.2.2   The meeting of the Working Group for the Migration of CAFSAT network (Madrid, Spain, 2-3 July, 2008) made recommendation **1/7** asking for the creation of a board of management of the CAFSAT network on the model of the SNMC which is currently in charge of the management of the AFISNET network in order to satisfy recommendation **6/19** (*Planning, implementation and operation of very small Aperture terminal (VSAT) networks in the AFI Region*) of SP RAN/AFI meeting (Durban, South Africa, 24 – 29 November, 2008).

2.5.3   Based on this recommendation, SAT14/TF/1 meeting approved this proposal for the creation of the Committee for the Management of CAFSAT Network.

Taking into account the experience gained through AFISNET management committee (SNMC) and NAFISAT supervisory Committee, it is proposed in appendix to this WP a draft Terms of Reference for the CAFSAT Network Management Committee (CNMC).

3. Actions by the meeting

3.1   The meeting is invited to:

a)   Note the information provided in the present Working Paper; and
b)   Review, comments and adopt the draft Terms of reference of the CAFSAT Network Management Committee (CNMC).

…. END ….

APPENDIX A

**TERMS OF REFERENCE OF THE
CAFSAT NETWORK MANAGHEMENT COMMITTEE (CNMC)**

1. **Mandate of the CAFSAT Management Committee**

1.1   Decide on the network concept and topology in accordance with the relevant ATM operation requirements and based on ICAO SARPs and guidance materials.

1.2   Ensure the continued operation of the CAFSAT network, meeting the CNS/ATM plan requirements of the AFI /SAM/EUR Regions while taking into consideration CNS/ATM plans of adjacent regions, and including approval of deployment plans and/or extension plans.

1.3   Decide on type and levels of service to be provided, and monitor the performance of the Network providers (facilities and leased band) to ensure that service delivery meets Required Communication Performance criteria previously pre-determined in accordance with the Manual of Require Communication Performance (RCP Doc. 9869).

1.4   Ensure that participating States/Organizations provide statistics on the Network Performance, and investigate service delivery complaints from users.

1.5   Review and take the appropriate actions to clear the service dysfunctions within the RCP defined criteria in line with ATM PBN and SMS requirements.

1.6   Monitor the harmonization of the implementation of facilities and services and, where necessary, ensure interregional connectivity, taking due account of cost/benefit analysis, business case development and financing issues:
   ▪   Study the extension of the network to other countries.
   ▪   Propose the network integration and interoperability with other neighboring networks

1.7   Monitor and harmonize the Network maintenance operation and management by defining a cooperation methodology between network centers in regard with:
   ▪   Maintenance personnel team training and exchange, redeployment if necessary of a technical assistance;
   ▪   spare parts exchange, fault location/repairs, and turnaround time
   ▪   Development and modernization of CAFSAT after a Joint Technical Evaluation and Re-engineering team assessment.

1.8   Review and adopt the annual follow up on the meeting conclusion and update the future work programme.

2. **Composition and organization of the Committee**

The CAFSAT Network Management Committee (CNMC) is composed of member
States/Organization hosting/operating CAFSAT nodes namely:

- AENA
- NAV PORTUGAL
- ASECNA
- ATNS

3.1   Moreover those listed in paragraph 2, the Committee may invite representatives of appropriate regional and international organizations to attend meetings in the capacity of observer.

4. **Establishment and Dissolution of Contributory Bodies**

4.1   In order to assist in its work, the Committee may establish bodies, e.g. task forces, charged with preparatory work on specific issues. Representation in such contributory bodies should be by specialists in the subjects concerned and familiar with the issues under consideration.

4.2   The establishment and work of contributory bodies shall be governed by the following provisions:

a) A contributory body shall only be formed when it has been clearly identified that it is likely to make a substantial contribution to the resolution of the issue in question.

b) A contributory body shall be given clear and concise terms of reference describing its task and an expected target date for its completion.

c) The composition of a contributory body shall be such that, although intended to be as small as possible, all participating States and any organization deemed to be able to make valid contributions shall be given an opportunity to participate in it.

d) A contributory body shall be dissolved as soon as it has either completed its assigned task or it has become apparent that work on the subject in question cannot be usefully continued.

5. **Working arrangements**

5.1   The Committee meeting will be hosted by one of the State\organization and held at least once a year;

5.2   Each Administration makes adequate financial provision according to its participation to the committee's activities.

5.3   The Secretariat of the Committee shall be hosted by ICAO.

5.4   Decisions shall be reached by consensus.

5.3   Two-thirds of members shall constitute a quorum and, where a quorum is not achieved, decisions will be reached through correspondence.

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