International Civil Aviation Organization
Eastern and Southern African Office

Sixth Meeting of the Communications, Navigation and Surveillance
Sub-Group (CNS/SG/6)
(Dakar, Senegal, 18-22 May 2015)

Agenda item 4: Review of the status of implementation of CNS/SG Work Programme and related Task forces/Working Groups as assigned by APIRG

Review of the consolidated report of the Administration Team of the Task Force on the development of Regional Project on an AFI Integrated Aeronautical Communication Infrastructure (AFI IRTI)

(Presented by Kenya)

SUMMARY
This working paper provides a consolidated report from the Administrative Team of the Task Force on the development of a Regional Project on an AFI Integrated Aeronautical Communication Infrastructure (AFI IRTI)
Action by the meeting is at paragraph 3
REFERENCE APIRG 19 REPORT Note References may be downloaded from www.icao.int/esaf
Related ICAO Strategic Objectives: A: Safety; B Air Navigation Capacity and Efficiency

1.   **INTRODUCTION**

1.1.   The Task Force has the vision of improving the Aeronautical Telecommunication Infrastructure and eliminating deficiencies in line with the second ICAO Strategic Objective(B above)

1.2.   The Administrative Team was tasked with developing the Oversight Model; defining States' commitment, looking at legal issues related to Governance and addressing Maintenance issues.

1.3.   The first and only meeting was held back to back with the First Meeting of the AFI IRTI and its work was completed and the results were presented to the CNS/SG5 and subsequently to APIRG 19.

2.   **DISCUSSION**

        The following is a summary of the decisions of the team.

2.1 Oversight Model: Type of Agreement Administrative agreements as are currently in place to be maintained.

2.1.1   Institutional framework: It was agreed that current structures that manage the various networks be maintained but an overall co-ordination body be formed by the existing Networks; 2 State representatives from each Network, 1 Member from each network management group or Network Provider and 1 Member from the Secretariat, (to be either ICAO or AFCAC) to be members of the coordinating body. State representatives to arrange rotational representation within their respective groups

2.1.2   Funding Mechanism – The costs involved be shared among the participating states in a fair and

equitable manner as currently decided by each body with each body financially supporting the costs related to the coordination body equally.

2.1.3 Oversight body
- Strategic oversight will lie with the coordination body involving alignment of technology, rollout, requirements, services etc.
- Safety and technical oversight (audit function) will lie within the ICAO structures.
- Operational administrative, technical and safety oversight will continue as currently run within each network setup.

2.1.4 Mandate of Oversight body
- Ensure set up, operation, maintenance, expansion and funding as per the current network body structures of AFISNET, CAFSAT, NAFISAT and SADC VSAT
- The safety and technical audit function is mandated to ICAO to be carried out against applicable SARPS, regional plans and APIRG requirements

2.1.5 Mandate of Network provider
- As currently mandated by the governing bodies of the AFISNET, CAFSAT, NAFISAT and SADC VSAT.
- Implement, operate, maintain the network and ensure present and future performance in line with strategic objectives and oversight body requirements

2.1.6 Any delegated ANSP aspects
Provision of aeronautical ground to ground interconnection services on behalf of states

2.1.7 Handling of Pre-implementation costs
States are responsible for costs within the current structures of AFISNET, CAFSAT, NAFISAT and SADC VSAT.

2.1.8 Cost Determination
All expenses will be used to determine cost.

2.1.9 Cost sharing –
Each state to assume responsibility for its share of the costs involved as in the existing structures of AFISNET, CAFSAT, NAFISAT and SADC VSAT.

2.1.10 Cost Recovery mechanism
Cost recovery to be managed as is currently done within the structures of AFISNET, CAFSAT, NAFISAT and SADC VSAT.

2.1.11 Budget Approval
Proper financial control will require costs and revenues to be estimated in advance and Budget approval to be handled within the current structures of AFISNET, CAFSAT, NAFISAT and SADC VSAT.

2.1.12 Financial audit and taxation
To be addressed in the context of the overall operations
- Managed within the current structures of AFISNET, CAFSAT, NAFISAT and SADC VSAT.

- It is however recommended that all bodies are audited by an external audit body annually and taxation is handled as per the requirements of the state.

2.2 States' Commitment

- There are currently agreements in place within the AFISNET, CAFSAT, NAFISAT and SADC VSAT structures that should continue, however the agreements that are in place should ensure that the Objective, Obligations of the parties, Definition and description of the network and services, Establishment, operation and maintenance of the network and Legal, financial and other responsibilities and liabilities are taken into consideration.
- Proposed Coordinating body requires: Terms of reference / mandate, Objective, Defined membership, Tenure, Obligations of the parties and Legal, financial and other responsibilities and liabilities are defined.

2.3 Legal, Governance and Financial Issues

Managerial and other contracting aspects should be included to cover all the issues in 2.1 and 2.2 and should also include Governing bodies and decision making arrangements, Organization and staffing , Consultation, Pre-implementation considerations, Taxation and other government levies, Procedures for settlement of disputes, Accessions, withdrawals, amendments to and termination of agreement and any other relevant business.

2.4 Maintenance

The aspect of maintenance across all networks should be managed as part of the individual contracts with the applicable service providers in terms of the agreements in place in the AFISNET, CAFSAT, NAFISAT and SADC VSAT agreements as amended when necessary. This should include but not be limited to Service level agreement and Support plans.

Participating Member States were: Kenya (chairman), Libya, Ethiopia, Seychelles, Zambia, South Africa, Mozambique, Egypt, Cameroon, Nigeria, Botswana, Sudan and ASECNA (representing all Member States).

3.0 ACTION BY MEETING

3.1   The meeting is invited to review and approve the preferred mode where Independence of various Networks is respected while ensuring seamless operation and effective response to ICAO Global and AFI Regional requirements through a coordinating body.

3.2   The meeting is invited to decide on whether ICAO or AFCAC is to offer Secretariat Services

3.3   The meeting is invited to determine the way forward in line with the AFI IRTI Terms of Reference.

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