

INTERNATIONAL CIVIL AVIATION ORGANIZATION

TWELFTH MEETING OF THE NAFISAT SUPERVISORY BOARD (MAHE, SEYCHELLES, 20-21 SEPTEMBER 2017)

Agenda Item 7: *Identify air traffic services (ATS) minimum operation requirements*

AERONAUTICAL TELECOMMUNICATION

(Presented by the Secretariat)

SUMMARY	
<p>This paper presents the current information and the minimum Air Traffic Service (ATS) requirements that South Sudan should implement in Juba, with regard to Khartoum FIR and in the context of its adjacent FIRs and the Regional requirements. Based on such existing requirements and the delineation of the Khartoum FIR, the meeting will agree on the new and/or adjusted Regional requirements to be proposed for inclusion in Doc 7474 and Doc 9708. This will include the establishment of AFTN link and ATS/DS circuits.</p>	
<p>Action by the meeting is at paragraph 3</p>	
<p>Reference (s):</p> <ul style="list-style-type: none"> ▪ AFI Air Navigation Plan (Doc 7474) ▪ MID Air Navigation Plan (Doc 9708) ▪ The Convention on International Civil Aviation ▪ Annex 10, to the Convention on International Civil Aviation ▪ NAFISAT Memorandum of Understanding (MoU) 	
Strategic Objectives	<p>This discussion paper related to the Strategic Objectives</p> <p>A: Safety; B: Air Navigation Capacity and Efficiency</p>

1. Introduction

1.1 The Republic of South Sudan become a contracting State to the Convention on International Civil Aviation, 1944 (the Convention) on 10 November 2011. South Sudan therefore, has various obligations under the Convention, including provision of air navigation services in the Khartoum FIR.

1.2 In accordance with the Convention on International Civil Aviation, Article 28 (Air navigation facilities and Standard systems), each Contracting State undertakes to provide, in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation, and adopt and put into operation the appropriate standard systems of telecommunications procedure.

2. Discussion

2.1 Subsequent to the South Sudan and Sudan Coordination Meeting (SS-SCM) in February 2014, South Sudan has become a member of the Northern Eastern AFI VSAT (NAFISAT) network since 21 June 2016. The meeting will recall that the objective of the NAFISAT network is to support the provision of aeronautical telecommunication services by Member States.

2.2 Article 2 of the NAFISAT Memorandum of Understanding (MoU) stipulates that the aeronautical telecommunications to be supported by NAFISAT network include:

- a) ATS direct speech;
- b) Aeronautical fixed telecommunication network (AFTN), eventually offering a smooth migration support to the aeronautical telecommunication network (ATN) applications, including ATS Message Handling System (AMHS), ATS Inter-facility Data Communication (AIDC)/ On-line Data interchange (OLDI) and Voice over Internet Protocol (VoIP);
- c) Computer-to-computer data exchanges between ATS flight data processing systems (FDPS);
- d) Operational meteorological data exchanges;
- e) Operational aeronautical information services exchanges;
- f) Aeronautical administrative support;
- g) ADS-B and Radar data exchanges;
- h) VHF Extended range; and
- i) Any other agreed aeronautical services based on the Global Air Navigation Plan.

2.3 Taking into account the capabilities of NAFISAT, South Sudan can resolve its communication deficiencies subject to remaining as a member at least until the end of current term (2022). Given the funding mechanisms of the NAFISAT system, and the fact that Sudan is responsible for the provision of air traffic services in the airspace over South Sudan, it will be necessary for South Sudan and Sudan to jointly come to an agreement with other concerned parties (ATNS and IATA) with regards to funding of the installations and maintenance of equipment.

2.4 The proposed minimum ATS requirements that South Sudan should implement in Juba include the establishment of AFTN link with Nairobi Main AFTN Com Centre and ATS/DS circuits.

2.5 As regards, the ATS/DS, as the minimum operational requirement the system should at the least support link to all ACCs for FIRs that are envisaged to be adjacent to "Juba" Clockwise from North:

1. Khartoum
2. Addis
3. Nairobi
4. Entebbe
5. Kinshasa
6. Brazzaville
7. N'Djamena

Tables and Charts in the attached Appendixes which need to be updated provide the lists and highlight the identified ATS requirements for South Sudan.

3 Action by the Meeting

3.1 The meeting is invited to:

- a) Note the information presented in this discussion paper; and
- b) Review and validate the proposed minimum air traffic services (ATS) requirements that South Sudan should implement in Juba.

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