



*International Civil Aviation Organization*

**NORTH-EASTERN AFI VSAT NETWORK (NAFISAT)  
SUPERVISORY BOARD THIRTEENTH MEETING (SVB-13)**

**(Dar es Salaam, Tanzania, 7 - 8 November 2018)**



**Summary of Discussions**

*Prepared by the ICAO Eastern and Southern African Office*

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## SUMMARY OF DISCUSSIONS

### **1 Introduction**

1.1 The Thirteenth Meeting of the North Eastern Africa-Indian Ocean (AFI) VSAT Network (NAFISAT) Supervisory Board (SVB-13) was held in Dar es Salaam, Tanzania from 7 to 8 November 2018, at the kind invitation of the Tanzania Civil Aviation Authority (TCAA) in collaboration with ATNS, IATA and ICAO Secretariat.

### **2 Opening of the meeting**

2.1 Mr. Hamza S. Johari, Director General of the Tanzania Civil Aviation Authority (TCAA) opened the meeting and expressed his pleasure on behalf of the Government of the Republic of Tanzania and indeed on behalf of the Tanzania Civil Aviation Authority by warmly welcoming the delegates to Dar es Salaam, Tanzania. He particularly extended a special welcome to ICAO, ATNS, IATA and all Board members.

2.2 He expressed that TCAA was delighted to host Colleagues from the Region and was honoured by the decision to have the meeting in Tanzania and it was an honour and privilege to host the Thirteenth North-Eastern AFI VSAT Network (NAFISAT) Supervisory Board Meeting in the Great Lakes.

2.3 Mr. Johari mentioned that since the inception of NAFISAT network in 1998, through its formal establishment in 2007, the network has matured into a reliable and sustainable communication system in the Region. The year 2017 saw the successful upgrade of the NAFISAT network where the services relying on old legacy protocols were accommodated in the environment of IP protocols. The network is now ready for IP based services and available to assist with the ICAO block upgrade program (ASBU) through the implementation of ATN services.

2.4 He recalled that the essence of this network is in support of our Region mandate – SAFETY, in order to enhance aviation safety through the elimination of identified communication deficiencies in the region, which has been successful to date. Adding to this success, the NAFISAT network complies with the ICAO recommendation in that it is fully interconnected and interoperable with its neighbouring VSAT networks namely, SADC and AFISNET, for these reasons, the project is commendable.

2.5 Finally, Mr. Johari underscored that Tanzania was proud to be part of the NAFISAT network and wished the meeting success in their deliberations.

### **3 Election of the Chairperson**

3.1 Mr. Ibrahim Eissa from Egypt, NANSC (National Air Navigation Services Company) was elected as the Chairperson of the Thirteenth NAFISAT Supervisory Board Meeting (SVB-13). He welcomed all at the meeting and thanked Tanzania Civil Aviation Authority and particularly, the Government of Tanzania for hosting the said meeting.

### **4 Secretariat**

4.1 Mr. Harvey Gabriel Lekamisy, Regional Officer, Communications, Navigation and Surveillance (CNS) from the ICAO Eastern and Southern African Office (ESAF), was the Secretary of the Meeting in accordance with Article 6 of the NAFISAT Memorandum of Understanding (MoU).

### **5. Attendance**

5.1 Thirty three (33) participants from Eleven (11) of the fourteen (14) NAFISAT member States namely; Djibouti, Egypt, Ethiopia, Kenya, Libya, Seychelles and Somalia (representing Flight Information Services for Somalia and Somalia Civil Aviation Authority (SCAA), South Sudan, Sudan, Tanzania and Uganda participated in the meeting. In addition, the NAFISAT Network Service Provider (ATNS and IATA) also attended the meeting and the ICAO ESAF Regional Office was also represented. The list of participants is provided at **Appendix A** to this Summary of Discussions.

### **6. Apologies/Absent**

6.1 Eritrea, Saudi Arabia and Yemen did not attend.

6.2 Apologies were received from Saudi Arabia Air navigation Services.

### **7. Adoption of the Agenda and Work Programme**

7.1 The following Agenda was adopted as amended by the Meeting:

1. Introduction;
2. Opening and Welcome Remarks;
3. Election of the Chairperson;
4. Attendance;
5. Apologies;
6. Adoption of the Agenda and Work Programme;

7. Matters Arising;
  - a) Operation, Maintenance and Performance of NAFISAT Network;
  - b) Interconnection and Interoperability of NAFISAT with its neighbouring Networks;
  - c) NAFISAT – Value Added Services;
  - d) VSAT-IP Network for COMESA countries;
  - e) NAFISAT Project Upgrade Close-Out Report; and
  - f) Review of NAFISAT Annual Financial Report (2017/2018) and NAFISAT Budget Proposals (2018/2019/2020).
8. Any Other Business;
9. Date and Venue of the Next Meeting;
10. Approval of Records of the Meeting; and
11. Closure of the Meeting.

7.2 The Working Papers and Information papers submitted under the various Agenda items were accessible from the ICAO Public Website (<https://www.icao.int/ESAF/Pages/nafisat-svb-13-2018.aspx>).

## **8. Discussion of the Agenda Items**

### **8.1 Operation, Maintenance and Performance of NAFISAT Network**

8.1.1 The meeting noted the successful maintenance of the network, which was achieved through the continuous training, commitment and assistance of the member States. The operational performance and maintenance of the NAFISAT network for the period April 2017 to March 2018 was presented, including the report covering the availability of all services provided by the network and these are measured against the agreed SLAs.

8.1.2 The meeting was informed that ATNS has signed Service Level Agreements (SLAs) and Bilateral Agreements with nine (9) NAFISAT member states and the other five (5) SLAs are now in progress.

8.1.3 The meeting noted that training of technical personnel from the network member states was completed in 2017 as part of the upgrade project to ensure continued reliable operation of the network. Additional refresher training can be arranged with ATNS Business Development.

8.1.4 The meeting noted that two VSAT stations have not been upgraded on the NAFISAT network (Saudi Arabia and Sana'a, Yemen) which has an impact on the optimization of the spectrum. The spectrum optimization has been prepared and is ready to be implemented on the network. It is planned to be implemented at the end of November 2018. Flight Information Services for Somalia informed the meeting that although partial upgrade of their NAFISAT Terminal in Nairobi was done, the complete upgrade is still required to the same standard as the rest of the terminals. ATNS and Flight Information Services for Somalia (FISS) will engage to establish the way forward and report to the NAFISAT Board.

8.1.5 Members were requested to ensure the submission of Level 4 statistics to ATNS on a monthly basis at [frc@atns.co.za](mailto:frc@atns.co.za)

8.1.6 ATNS was requested to send shipment documents to States ahead of shipment in order to facilitate the local custom clearance.

8.1.7 The member states were urged to facilitate the signing of bilateral agreement between member states and ATNS.

## **9. Interconnection and Interoperability of NAFISAT with its neighboring networks**

9.1 The meeting was briefed on the MoU between ATNS and ASECNA, aimed at providing common governing principles for the establishment and maintenance of these inter-network connections. This framework defines the requisite operational, administrative, technical and financial responsibilities of both the network service providers and applicable affected member states. ATNS was requested to provide information on the MoU signed with ASECNA.

9.2 The meeting noted that seamless operations, interoperability and interconnectivity between VSAT networks in the AFI Region remains crucial and ATNS remains committed to the best practices. At present the co-operation between ASECNA and ATNS ensures interoperability of the networks. It was also noted that the specification and design of the NAFISAT network provides continued connectivity with AFISNET and provision was made for the retention of the current technical interface solution with the AFISNET network.

9.3 The meeting reiterated the importance of the responsibilities and obligation of ICAO Contracting States in terms of Air Navigation Facilities and the implementation of Standard and Recommended Practices (SARPs). Physical interconnection (end user equipment) is the responsibility of Air Navigation Service Providers (ANSPs) and should be based on AFI Plan.

9.4 The meeting encouraged member States to inform ATNS of any request for additional interconnections by ASECNA or between the States themselves that may have an impact on the NAFISAT network. The affected Member States are also requested to indicate that status of their engagements with ASECNA (if any) with regards to the additional interconnections.

9.5 ASECNA and ATNS were discussing the upgrade of equipment related to the interconnectivity between NAFISAT and AFISNET (MEMOTEC CX and NETPERFORMER). This activity is foreseen to be concluded by the end of 2018.

9.6 The meeting noted the multiple attempts to establish a link between NAFISAT and Mumbai (India) have been unsuccessful until now; however ATNS will once again approach Airport Authority of India (AAI).

## 10. NAFISAT – Value Added Services

10.1 The meeting discussed the possibilities of implementing additional services over NAFISAT network and also noted that the upgraded network is technically capable of supporting the added services, however these services will require additional bandwidth and in some cases hardware and software. Additionally these added services may increase the burden on the current maintenance resources and administrative processes.

10.2 The meeting was informed that Seychelles CAA (SCAA) had agreed to be part of a Proof of Concept to allow ATNS to run tests with SCAA for IP based Space Based ADS-B data, and the AIM system over the NAFISAT network, using only test platforms available in both organisations.

10.3 The meeting was informed on the test objectives of the Proof of Concept (PoC) as follows:

a) **Objective 1:** Conduct Space based ADS-B tests with SCAA by using the radar analysis tool in Seychelles and giving SCAA visibility of the data in Seychelles.

b) **Objective 2:** Conducting trials of the AIM test environment workstation, which closely matches the operational AIM environment, in order for SCAA to use the system and evaluate the performance of such IP based applications on the NAFISAT network

10.4 The meeting noted that the Value add services tests were operated independent of the spectrum from the current services running on the network and did not impact the current services.

10.5 The meeting was informed that the costing of these Value added service should be based on an user pay principle and ATNS should operate the costing model outside of this forum.

10.6 The NAFISAT Board mandated the service Provider to provide Business Case and implication to the network and report to the next meeting of Supervisory Board.

## 11. VSAT –IP Network for COMESA countries

11.1 Egypt presented a paper on VSAT-IP Network for COMESA countries to facilitate the integration of ATC and enhance the commercial cooperation between member states. The meeting took note of the paper but no further action was taken for now. The meeting suggested that the paper can be accepted with amendments that limit to reference to NAFISAT network only.

11.2 The meeting noted that the way forward is to form a committee to develop a Roadmap for the network beyond 2022 with specific TORs developed.

## **12. NAFISAT Project Upgrade Close-out Report**

12.1 The meeting noted and adopted the close-out of the NAFISAT network Upgrade Project and considered the persisting situation in Yemen. The upgrade project was aimed at addressing the emerging obsolescence issues in the VSAT network as well as ensuring that the network would be geared to deliver the IP based ATS services and applications in the future such as AMHS, VoIP etc., whilst maintaining backward compatibility with legacy applications.

12.2 The meeting then reiterated that the political and civil situation in Yemen remains unchanged. As a result the Sana'a NAFISAT terminal remains inaccessible, neither for conducting upgrade, maintenance activities, surveying nor sending spares.

12.3 The meeting discussed three options as presented in the 12<sup>th</sup> Supervisory Board meeting in 2017 to be considered as follows:

1. Continue with the present arrangements;
2. Upgrade conducted by local Sana'a technical personnel; and/or
3. Intervention by ICAO ESAF and Middle East Offices.

12.4 The meeting agreed to give ATNS a mandate to explore options on what they can do until the next meeting as some NAFISAT terminals are affected by Sana'a site.

12.5 The meeting noted the installation of a new NAFISAT Terminal in Juba (South Sudan) and ATNS has commenced engagements with the South Sudan authorities to kick start the planning process to enable the installations. An implementation plan aimed at commencing with this new installation in the first quarter of 2019 is being developed and will be discussed with South Sudan.

12.6 The meeting was informed about the Agreement signed between Saudi Arabia and ATNS related to the relocation and upgrade of the Jeddah Terminal. It is expected that the upgrade will be completed between December 2018 and January 2019.

12.7 The meeting was informed on the status of relocation of the Somalia VSAT terminal from Nairobi, Kenya to Mogadishu as requested by ICAO FISS. The FISS request for the decommissioning of the NAFISAT terminal in Kenya has been received and preparations are under way.

## **13. Financial Statements and Budget**

13.1 The meeting was presented with the Audited NAFISAT Financial Report, Management accounts for year ended 31 March 2018 and the budget proposal for 2019/2020.

13.2 The meeting was informed that electronic approval of 2018/19 budget was sent through Secretariat, but there was lack of feedback from most of the member States, however the board approved the budget during this meeting.

13.3 The meeting also approved the proposed budget for 2019/2020 after noting the presented Financial Reports.

13.4 The meeting agreed that ATNS could send the list of bad debt operators to member states for assistance with collections.

13.5 Member states are encouraged to issue AIP SUPP or NOTAMS on the NAFISAT charges to help enforce the collection of NAFISAT fees.

13.6 The meeting agreed to review the treatment of unallocated receipts from operators. Currently the bad debts are over impaired and current liabilities are understated.

#### **14. Any other business**

14.1 The meeting raised concerns with regard to repeatedly non-participation of some NAFISAT member states (Eritrea and Yemen) to the Supervisory Board meetings, and in this regard, the meeting asked ATNS and ICAO to take action to get them to attend the next meeting (NAFISAT SVB/14).

14.2 The meeting was informed by ICAO that the tentative dates for the 4<sup>th</sup> African Preparatory Meeting (APM19-4) is 22 to 26 July, 2019 in South Africa and the World Radiocommunication Conference 2019 (WRC-19) will be held in Sharm El-Sheikh (Egypt) from 28 October to 22 November 2019.

#### **15. Date and Venue of the Next Meeting**

15.1 The next meeting of the NAFISAT Supervisory Board (NAFISAT SB/14) will be held in Egypt in September 2019. The venue and the exact dates will be communicated to members in due course.

#### **16. Approval of Records of Meeting**

16.1 The records of the meeting were approved as provided in this Summary of Discussions.

#### **17. Closure of Meeting**

17.1 In his closing remarks, the Chair thanked the Secretariat for the good job well-done and expressed, on behalf of the Supervisory Board its profound gratitude to the Government of the Republic of Tanzania for hosting its Thirteenth Meeting and for providing excellent meeting facilities.

17.2 The meeting was closed on 8 November 2019 at 15h40 (local time).

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**THE THIRTEENTH MEETING OF THE NAFISAT SUPERVISORY BOARD (NAFISAT SVB/13)  
7 – 8 NOVEMBER 2018 – DAR-ES-SALAAM, TANZANIA**

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