



INTERNATIONAL CIVIL AVIATION ORGANIZATION WESTERN AND CENTRAL AFRICA OFFICE
Third Meeting of the Central Atlantic FIR Satellite Network (CAFSAT) Management Committee (CNMC/3)
(Dakar, Senegal, 15-16 July 2013)

Agenda Item 2: Review the performance of CAFSAT earth stations and the operational statistics of availability for supported links

(Presented by the secretariat)

SUMMARY
The purpose of this paper is to review the performances of CAFSAT earth stations as well as the operational performance in term of Aeronautical fixed service availability rate.
Action by the meeting is at paragraph 3.
References : Report on SAT 16 &17 and CNMC/2 meetings. <u>Related ICAO Strategic Objectives: A: Safety; B: Air Navigation Capacity and Efficiency</u> <u>Related ASBU Bloc 0 Modules, Performance Improvement Aerias and Applications:</u> B0-FRTO/PIA3-PBN En Route Trajectories; B0-FICE/PIA2-AIDC, B0-DATM/PIA2-AIM, B0-TBO/PIA4-Datalink B0-AMET/PIA2-MET <i>Note: References can be downloaded from www.icao.int/wacaf.</i>
Related ICAO Strategic Objectives: A Safety & B Air Navigation Capacity and Efficiency

1. Introduction

The previous CNMC meetings noted that the CAFSAT network involves various technical components which contribute to the Quality of the Aeronautical Fixed Service provision. The secretariat reminded the meeting that, due to the wide variety of network architectures, type of access used by VSAT industries worldwide, ICAO has not standardized the physical layer of communication.

2. Discussion

2.1 The second meeting of CNMC reviewed and assessed the performance of the CAFSAT Network based on statistics of availability of the links.

Analyzing the figures, the meeting acknowledged a good rate of availability of AFS links supported by CAFSAT. However it was noted dysfunctions on some of the links that cause the decrease of the availability such as Dakar/SAL ATS/DS circuit on April May June and July 2012, Dakar/Atlántico AFTN on July 2011 (96%), Nouakchott/Casablanca AFTN on September 2011 (63%) and Dakar/ Las Palmas AFTN (91, 57%) on August 2012.

2.2 The meeting strongly encouraged Dakar and Sal ACCs to take the appropriate actions such as collaborative investigations through technical missions, exchange of maintenance personal, to restore and stabilize the availability and the Quality of Service of the ATS/DS circuit between the two centers no later than end of December 2012.

2.2 CNMC/2 also encouraged the systematic usage of the **Performance Data Collection Form (PDCF)** adopted by CNMC1st meeting aiming to facilitating the automation of the survey of CAFSAT network and invited SAT members to participate in a study for the automation of the collection of CAFSAT statistics figures prior to the development of a comprehensive database for AFS-AFTN statistics.

2.3 Since then, although the evaluation of the operation of CAFSAT Network was undertaken by some members through the model described by the PDCF, the secretariat is not regularly provided with the data and other members continue to submit their data under the old format.

The secretariat circulated an excel PDCF format in order to ensure data collection received statics figures from ASECNA, Roberts FIR, Brazil, Cape Verde, and Portugal and a summary of these figures is n going.

2.4 Based on this it will be advisable to undertake a study for the automation of the collection of these figures for easier monitoring and analysis.

3. Action by the meeting:

The meeting is invited to:

- a) Take note of the above information
- b) Encourage CNMC members to continue using the PDCF model to collect CAFSAT nodes and services parameters and monthly forward them to CNMC current team leader with copy to CNMC Secretariat.
- c) Establish a Study Group for the automation of the collection of CAFSAT statistics figures for easier monitoring and analysis exercises.