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INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

**Twenty-sixth Meeting of the AFI Satellite Network Management Committee (SNMC/26)
(Ouagadougou, Burkina Faso, 19-23 November 2018)**

Agenda Item 4: Interconnection and interoperability of AFISNET with neighbouring networks (CAFSAT NAFISAT SADC2)
Presented by (GHANA)

SUMMARY

This working paper reports on the progress made, by concerned members to restore the unserviceability of the Accra-Lunda ATS/DS Link to a serviceable state in January, 2018.

Action by the meeting is at paragraph 3:

REFERENCE(S): Conclusion 25/17,SNMC 25 Final Report

1. INTRODUCTION:

Air Traffic Services Direct Speech (ATS/DS) Link is a ground – ground Communication link that allows the exchanges of planning, coordination, and alerting information between Air Traffic Centers. The Accra- Luanda ATS/DS Link was unserviceable during the most part of 2017. During that period, very low EB/NO levels, between 0 and 2dB were recorded.

2. DISCUSSION

In view of the importance of ATS/DS links to coordination between ATS Centers, the concerned states took steps to resolve the unserviceable link.

2.1 Diagnostics carried out by GCAA, ASECNA, Luanda and ATNS indicated the following:

- There was interference on the Accra-Luanda Link.
- There was a shift in the operating frequency on the link

2.2 Frequency Modification: The Accra-Luanda Datum Modem was originally configured as follows:

The

- **C Band:** 6149.99015MHZ
- **IF :** (6149.99015 – 4900)MHZ = 1249.99015MHZ

In view of the identified problems, the concerned members agreed on the following assignment of frequency.

Accra Station

- **C-Band :** 6150.0027MHz
- **IF Frequency:** (6150.0027-4900)MHZ = 1250.0027 MHz

Luanda Station

- **C-Band:** 3925.0027MHz
- **IF Frequency:** (3925.0027-5150) = 1224.9973MHz

In view of the above changes from both stations, the EB/NO level increased to 10.5dB and ATS/DS communication was restored.

2.3 Conclusion

Accra Luanda ATS/DS Link was restored to service in January, 2018 after the frequency modification. The link has since been working satisfactorily.

3. ACTION BY THE MEETING:

The meeting is invited to:

1. Take note of the information provided in the paper;
2. Encourage SNMC members to periodically monitor their carrier frequency in order to ensure that there are no drifts in frequency.

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