Air Traffic Management in Africa

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Do we have capacity to accommodate anticipated growth in air traffic?
Scope of the presentation

- Expected growth in traffic
- Capacity to accommodate aviation growth
- How can we improve ATM in the region
- The role Political Decision Makers can play
- Conclusion
Expected growth in air traffic

5.5%

Source: Airbus GMF 2014
Expected growth in air traffic

Source: Airbus GMF 2014

6.1%
Expected growth in air traffic

Aviation Mega Cities

- Airbus define aviation megacity as a city where more than 10,000 daily long haul passengers are handled
- 3 categories of aviation mega cities

>50,000 DLHP (A)
>20,000 DLHP (B)
>10,000 DLHP (C)

Source: Airbus GMF 2014
Expected growth in air traffic

Aviation mega cities in 2013

- 42 Aviation mega cities in the world, and only 1 (A) in Africa

Forecast Aviation megacities in 2033

- 91 Aviation mega cities in the world and 6 in Africa;
  - 1x A, 1x B, and 4x C

Source: Airbus GMF 2014
Do we have capacity to accommodate expected aviation growth?

- Overall capacity to manage expected increased volumes of air traffic is insufficient;
  - ATC is still predominantly procedural in many terminal areas
  - The competency level is adequate in some areas, however in the majority of the areas more training will be required
  - Air traffic control systems and equipment is not adequate
  - Implementation of PBN is lacking
  - Lack of common procedures and standards
  - Airspace design and organization is still based on national boundaries
  - Management and oversight of the ANS insufficient
  - Governance of air navigation service provision
How can we improve ATM?

- Implementation of new technology
- Advanced training of air traffic controllers
- Upper airspace harmonization and ensuring seamless operation
- Common Standards and Operational Oversight
- More Collaboration between ANSP in the region
The role Political Decision Makers can play

- Investing in infrastructure to modernize ATM systems
- Liberalizing the management and oversight of ANS
- Support improvements in ATM capacity by allowing seamless and harmonized airspace across FIR boundaries.
- Allowing collaboration between ANSPs to achieve common ATM objectives
- Influencing the Military to support more flexible use of military airspace.
Conclusion

- Can ATM in the continent accommodate aviation growth?
- Does Africa have the capacity to manage air traffic effectively?
- More work needs to be done to increase capacity;
- Political support, mindset change is required
- It is time to start implementing initiatives and concepts that does not require huge investments but that can improve our capacity
- Collaboration between ANSPs and common upper airspace management will not compromise sovereignty or security
QUESTIONS ?