

ATM/CM-SAF, 03-05.02.15

1. INTRODUCTION

The (ICAO) International Civil Aviation Organization, created in 1944, as specialized United States Agency has about 191 members around the world. Its main objective is to develop international air navigation principles and technics, air transport progress and organization, in order to ensure efficiency, security/safety and air development, being done kindly by assistance of expert teams

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2. THE OBJECTIVE OF AIR TRAFFIC MANAGEMENT

The objective of air traffic management is to ensure safety flights, regular and consistent in respect of meteorological conditions and operational limitations of airplanes. The provision of this service in Mozambique is established in ICAO rules and recommendations to achieve the safety level desired for better service to all aircraft using our airspace.

Mozambique has a great responsibility to manage its airspace from land up to ocean. Concerning in this situation, many events can happen in same time, as well as commercial, military and training flights, even parachute

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2. THE OBJECTIVE OF AIR TRAFFIC MANAGEMENT

activity and military shooting exercise in the military field. For correct provision and security on this events, is necessary to establish infrastructures in all airports.

3. CONSTRAINTS

In Mozambique the re-equipment of the main two Centers, Maputo and Beira faces problems to satisfy all clients including new clients or new air companies. We still having a great problem due to no confidence on the equipment, mostly on VSATS and relay stations 127.7MHZ

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3. CONSTRAINTS

for Beira ACC and 127.3MHZ for Maputo ACC. There is also a deficient operation on HF due to the obsolete condition, being serviceable within 10 hours per day during day light.

The RELAY STATIONS (VHF) 127.7MHZ for Beira ACC and 127.3MHZ for Maputo ACC have being claimed by pilots several times due to background noises and unserviceability on the ATS routes: BONAP-OKBIM-AXIBO-VBR (G657); ROVUM-NIBOR-ELEPA-KOBOD (B400); ESPOP-USUBI (UR409); TEVAS-MAKIR (UA405); VQL-VNP-PB-DUSKA (UW10); UDKAT-ETBER-VQL (UW17); EXOLA-AVITO-ESRAK-VNP (UW19);

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UDBON-XABAK-GENID (UG656/UG465); ENDEL-AVITO (UG465) and GENID-MUTAR (UG656).

Another item is related to Maputo ACC having many telephones devices for coordination, which disturbs a lot Air Traffic Controllers due to the possibility of confounding lines; there is no back up VHF to support communication when the power light is off on both Centers, Maputo and Beira; LNK (Air Link) crosses our airspace without communication on HF since it started the route towards Antananarivo because is not yet equipped by HF as is well known;

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3. CONSTRAINTS

Beira has no ADS B yet, but the process goes ahead; Maputo has ADS B not yet in use due to procedures waiting green light from Mozambique CAA.

4. SUGGESTIONS

One of the solution of this problem is to implement VSAT system or to go back to the previous service divided in three sectors (South, North and West antennas), with primary and secondary frequencies including enough personnel number of collaborators to be provided.

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4. SUGGESTIONS

Some international flights as UAE (Emirates), KQA (Kenia) and SAA (South Africa) are promising pulling off Mozambique airspace if the situation persists. Finally, they say this is proper for Africa and no comparison at all.

THANKS A LOT
FOR KIND ATTENTION!

Johannesburg, 03 February 2015