



# 2<sup>nd</sup> ICAO MEETING ON SUSTAINABLE DEVELOPMENT OF AIR TRANSPORT IN AFRICA

Accra (Ghana) 28-31 March 2017

## **SESSION 5 - Economy and airports management and navigation services**

«How can States engage the private sector and development assistance institutions for aviation infrastructure development? - ATM Perspective ? »

***Mr Mohamed MOUSSA, Director General of ASECNA***



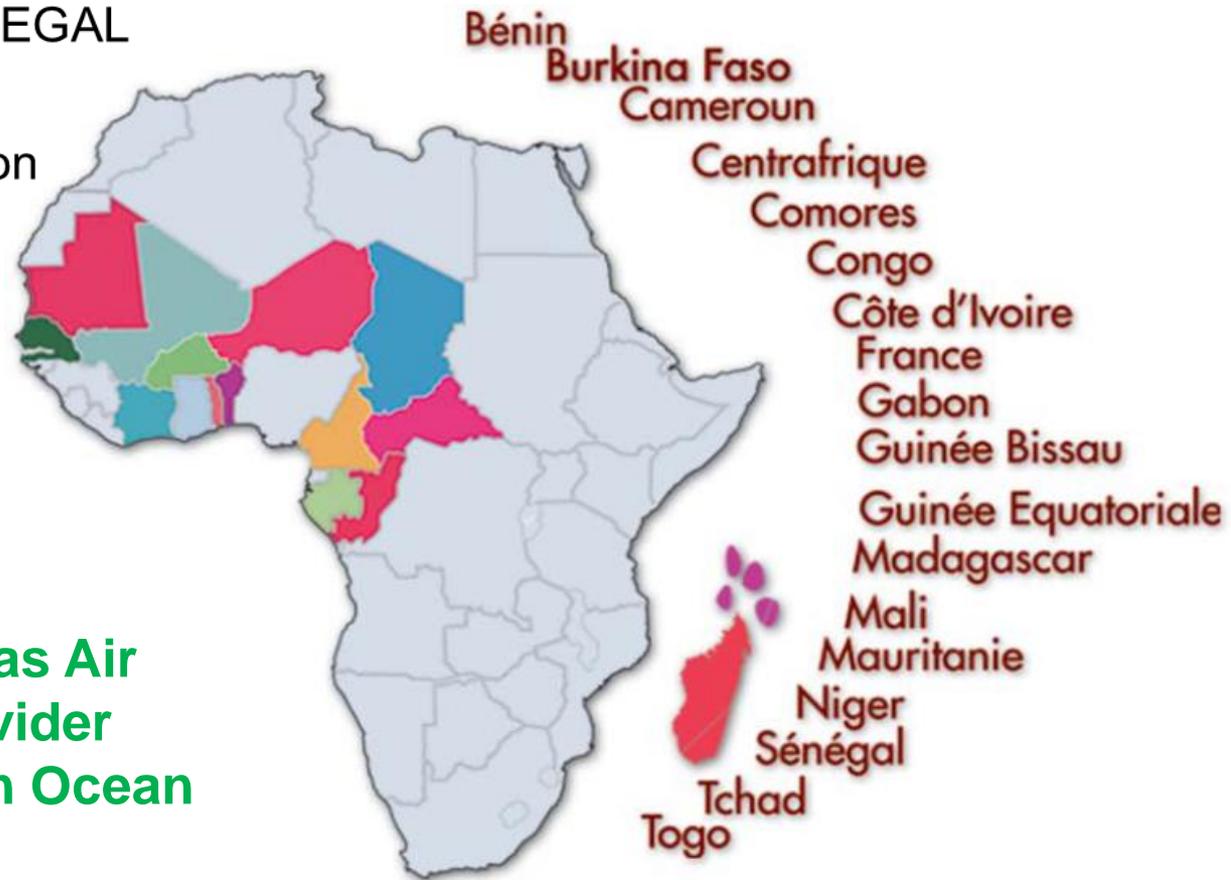
# SUMMARY

- **ASECNA Overview**
- **Investments for ANSP**
- **ASECNA's Experiences and good practices**
- **Conclusions**



# ASECNA AT A GLANCE

- ❖ Created on December 12, 1959
- ❖ Headquarters: Dakar – SENEGAL
- ❖ 18 member states
- ❖ Multinational Public Institution



**58 years of experience as Air Navigation Service Provider (ANSP) in Africa , Indian Ocean and Atlantic Ocean**



## Agency for aeronautical and safety navigation in Africa and Madagascar (ASECNA)

- ◆ Air space of 16.1 million km square made of :
  - 6 Flight Information Region (FIR)
  
- ◆ Staff
  - 6000 staff (Air traffic controlers, Engineieers, technicians...)
  - +2500 staff in local activities at country level



# ASECNA AIR SPACES

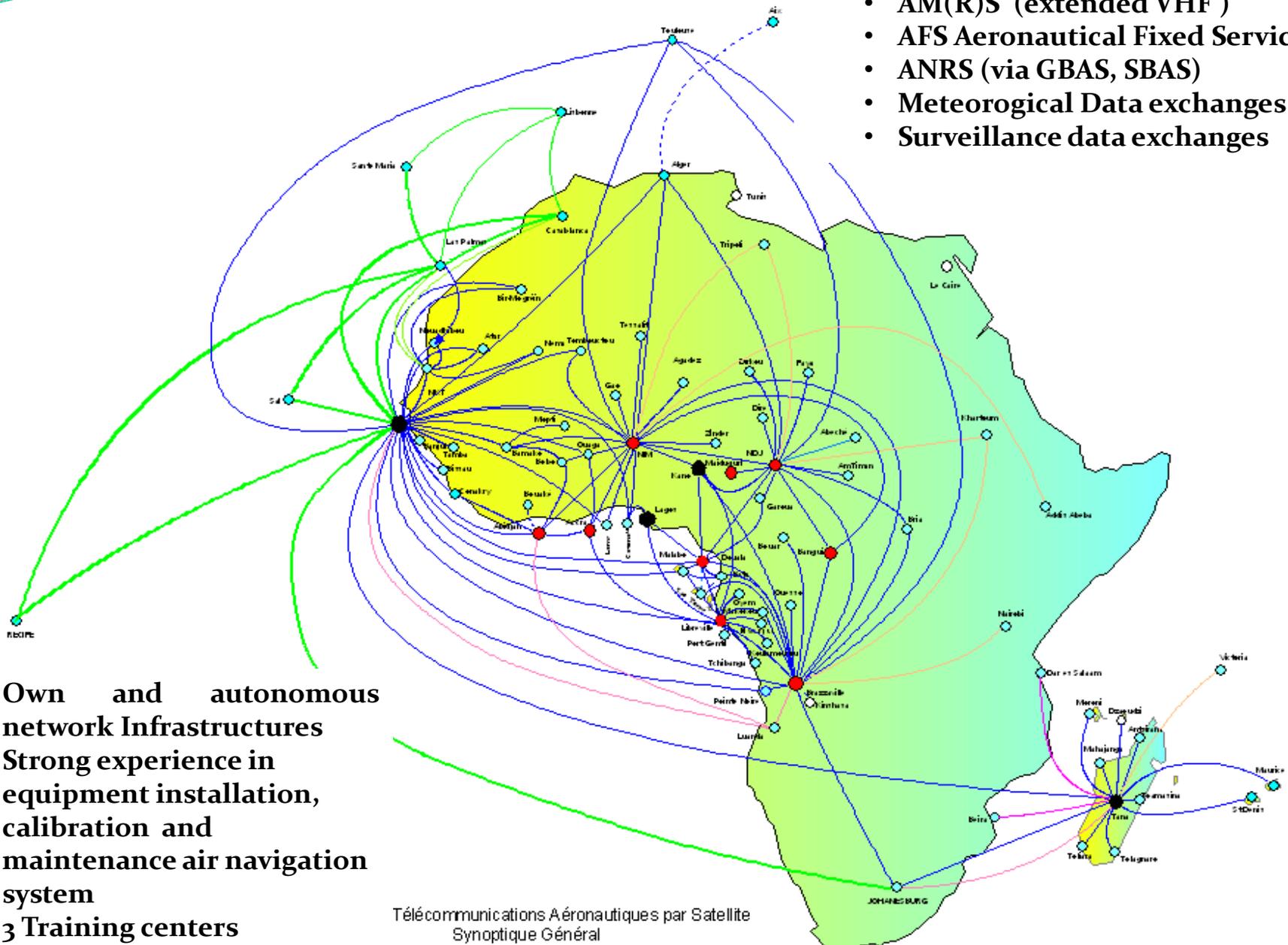


ICAO Meeting on sustainable development of air transport in Africa



Aeronautical VSAT network infrastructure operating in C-Band supporting :

- AM(R)S (extended VHF )
- AFS Aeronautical Fixed Service
- ANRS (via GBAS, SBAS)
- Meteorological Data exchanges
- Surveillance data exchanges



- Own and autonomous network Infrastructures
- Strong experience in equipment installation, calibration and maintenance air navigation system
- 3 Training centers

Télécommunications Aéronautiques par Satellite  
Synoptique Général



# Investments for ANSP?



## INVESTMENTS FOR ANSP?

- Autonomisation of ANSP (separate regulator from operator) with in-house resources;
- Good governance of ANSP ;
- Open sky political and technical vision for all Africa;
- Cooperation with users;
- Synergy with member States.



# Experiences and good practices of ASECNA



## Plan of services and equipment (PSE) of ASECNA

- ❖ Aims to maintain an efficient system to provide air traffic services
- ❖ based upon global air navigation plan and its aviation systemy block upgraded ( GANP-ASBU)
- ❖ Taking into account users' needs via annual technical panels with IATA
- ❖ Addresses operational concerns and dealing with shurtcomings of AFI region,



## Experience and good practices of ASECNA

- Model of cooperation and solidarity among member States;
- Governance and important human resources that generate its own resources that inspire trust of strategic partners in Africa and Europe since many years;
- Multi year investment plans financed by lenders including private banks.



### Research on fuel economy in air space run by ASECNA

- ❖ Joint research carried out by ASECNA and Air Transport Bureau of OACI in 2015;
- ❖ Findings:
  - **108 million kg** of fuel saved
  - **Less than 341 million of kg CO2 in the** atmosphere
  - **48.6 million \$ US** savings in fuel invoices of flying companies
- ❖ These improvements allow airlines using flex track;
- ❖ Report available *OACI's website* :  
<http://www.icao.int/environmental-protection/Pages/ENV2016.aspx>



## Experience and good practices of ASECNA

### Good practices of cooperation with the industry

- ◆ Two (02) meetings per year with users (IATA) in order to listen to their needs and viewpoints
- ◆ Audits between ANSPs strongly supported by OACI.



# Experience and good practices of ASECNA

## Regional cooperation

- African Programme of development of PBN (Bureau AFI FPP in Dakar);
- Interconnection and data sharing of radar surveillance means and ADS B (safety and protection of environment);
- Re-engineering and interconnection of networks (Audit network AFISNET);
- GNSS/SBAS (Bureau JPO in Dakar);
- Evaluation mechanism for African ANSP (ASECNA-ATNS)



# CONCLUSIONS

- Funding of the development and modernisation of aeronautical infrastructures mainly for the ANSP, is a real challenge for States that must deal with this sovereign duty;
- Using private and public lenders is possible, yet, it requires a robust governance and accountability of the ANSP which should have their own sufficient resources to be able to get loan and reimburse;
- Cooperation among ANSP to promote joint programmes for a sustainable development of air transport in order to increase investments related to the implementation of the World air navigation plan (GANP).

# Thank you for your kind attention

