



# GLOBAL MINISTERIAL AVIATION SUMMIT

(Riyadh, Kingdom of Saudi Arabia, 29 to 31 August 2016)

## SESSION 2 - FINANCIAL AND INSTITUTIONAL ARRANGEMENTS RELATED TO REGIONAL PROJECTS

### ***Overview of ASECNA model***

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# SUMMARY

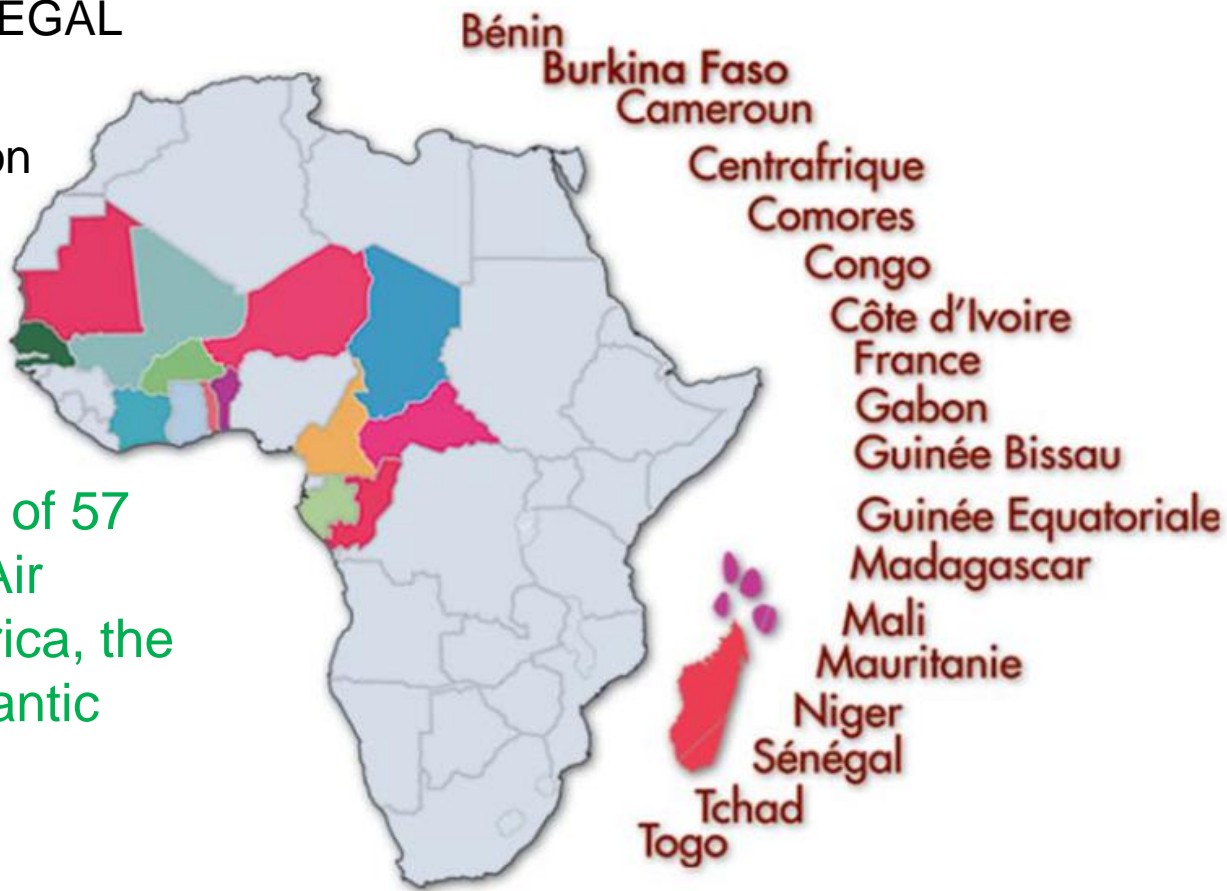
- ✈ BRIEF INTRODUCTION OF ASECNA
- ✈ METHODS OF FINANCING AND ADVANTAGES
- ✈ CONCLUSIONS



## Agency for the Safety of Air Navigation in Africa and Madagascar / Agence pour la sécurité de la navigation aérienne en Afrique et à Madagascar (ASECNA)

- ❖ Created 12 December 1959
- ❖ Headquarter : Dakar – SENEGAL
- ❖ 18 Member States
- ❖ International Public institution

ASECNA has experience of 57 years in the provision of Air Navigation services in Africa, the Indian Ocean and the Atlantic Ocean.





# ASECNA

- ◆ Airspace of 16,1 million km<sup>2</sup> comprising of:
  - ◆ 6 Flight Information Regions ( FIR )
  - ◆ 10 Regional control centers
  - ◆ 57 Control Towers
  - ◆ 25 International Airports
  - ◆ 76 National and Regional Airports.
  
- ◆ Workforce:
  - ◆ About 6000 agents (Air Traffic controllers, engineers, Electroniciens, senior technicians,..)
  - ◆ 2500 + agents in States' national activities



# AIRSPACE OF ASECNA





# Air Traffic

- ❑ Average growth of 3,65% per year of ARR/DEP traffic since 2010
- ❑ Average growth of 3,85% per year in overflight traffic since 2010

| Nature du vol | 2010    | 2011    | 2012    | 2013    | 2014    | %13/12 | %14/13 | TCAM  | Part_13 | Part_14 |
|---------------|---------|---------|---------|---------|---------|--------|--------|-------|---------|---------|
| ARR/DEP       | 291 855 | 292 855 | 285 631 | 327 460 | 336 796 | 14,64% | 2,85%  | 3,65% | 64,12%  | 63,76%  |
| SURVOLS       | 164 567 | 177 487 | 179 301 | 183 265 | 191 391 | 2,21%  | 4,43%  | 3,85% | 35,88%  | 36,24%  |
| Total         | 456 422 | 470 342 | 464 932 | 510 725 | 528 187 | 9,85%  | 3,42%  | 3,72% | 100,00% | 100,00% |

TCAM = Taux de croissance annuel moyen



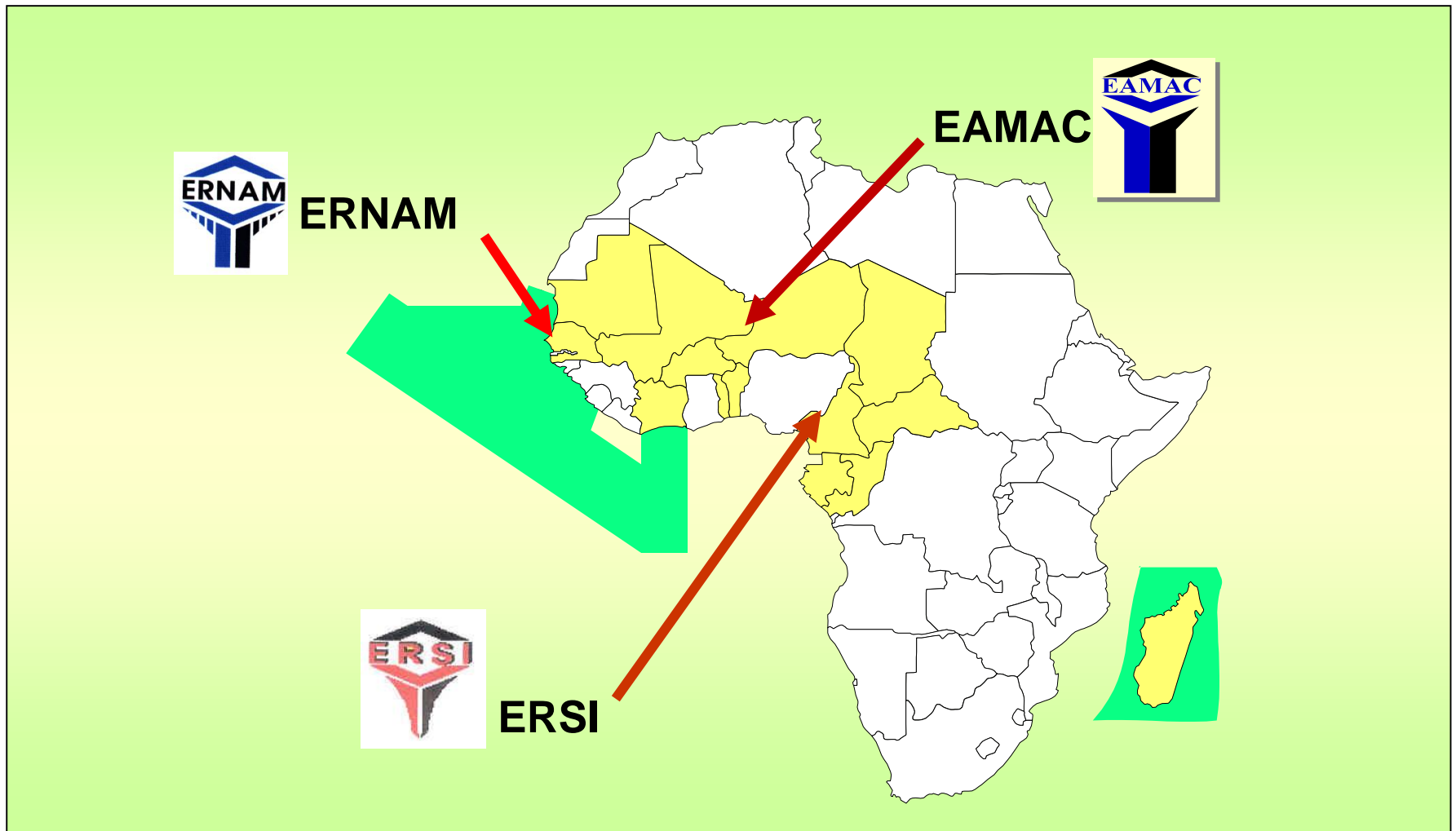
# In-Flight Control and Calibration

- ◆ For the testing and calibration of all navigation and communication aids, ASECNA has an ATR 42 aircraft equipped with a calibration bench at the forefront of technology
- ◆ Calibration of activities in the zones of ASECNA and its surrounding areas





# THREE TRAINING CENTERS







# **METHODS OF FINANCING AND ADVANTAGES**



# Methods of financing

- The Agency is financed from its own operating incomes.
- It is authorized to levy charges to offset the financial obligations it assumes in the performance of the tasks entrusted to it and in return for services rendered to users.
- The Agency is also authorized to collect all income that the property under its management generates in the course of serving aeronautical purposes.



# ADVANTAGES of ASECNA MODEL

- Multinational ANSP, ASECNA contributes, to improve efficiency in the provision of facilities and services at a lower cost to both providers and users
- More efficient use of personnel, facilities and equipment, as well as savings in research and development,
- Avoidance of duplication of investments at the national level, and through achievement of economies of scale.



## **ADVANTAGES of ASECNA MODEL (cont)**

- More beneficial for States with less advanced economies where trained personnel and financial resources are scarce and where aviation must compete with other sectors of the economy
- ASECNA representing a number of States, it tends to be in a stronger negotiating position in it's financial and commercial dealings and may therefore be able to secure more advantageous terms.



# INVESTMENT PLAN (PSE 2015-2017)

- ◆ Amount: Approximately **31 Millions Dollars USD**
- ◆ Plan for equipment in the areas of: AIS/MAP, AGA, ATM, COM, NAV, SUR, MET, SAR, TRN, and also in the area of logistic support
- ◆ Investment Plan based on the needs of all ASECNA Member States and users
- ◆ The plan of equipment and services is in compliance with the regional air navigation plan including the AFI region priorities for the ASBU implementation





# CONCLUSIONS

The continued growth of air traffic in the airspaces managed by ASECNA and more specifically in the African region, requires from States and ANSPs:

- ➡ A stronger focus on the quality of services to ensure the safe management of air traffic
- ➡ A harmonization, coordination and interoperability of ATM systems and programmes for efficient implementation



# CONCLUSIONS

- ➡ A strengthening cooperation between all stakeholders
- ➡ A continuous improvement of the safety of civil aviation worldwide
- ➡ In general, the challenges cannot be effectively overcome by individual States
- ➡ Hence the ASECNA model of cooperative airspace management



# Thank you for your kind attention

