

# West Africa Inter-Ministerial Virtual Conference



**canso**  
civil air navigation services organisation

**boni dibate**  
Regional Director Africa Affairs

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## DISCUSSION POINTS

- CANSO's MAIN GOALS
- Impact of COVID-19 on Air Traffic Movement
- Future of Air Navigation in Africa
- ANS Infrastructure in Africa
- Possible areas of focus by CANSO
- Conclusion

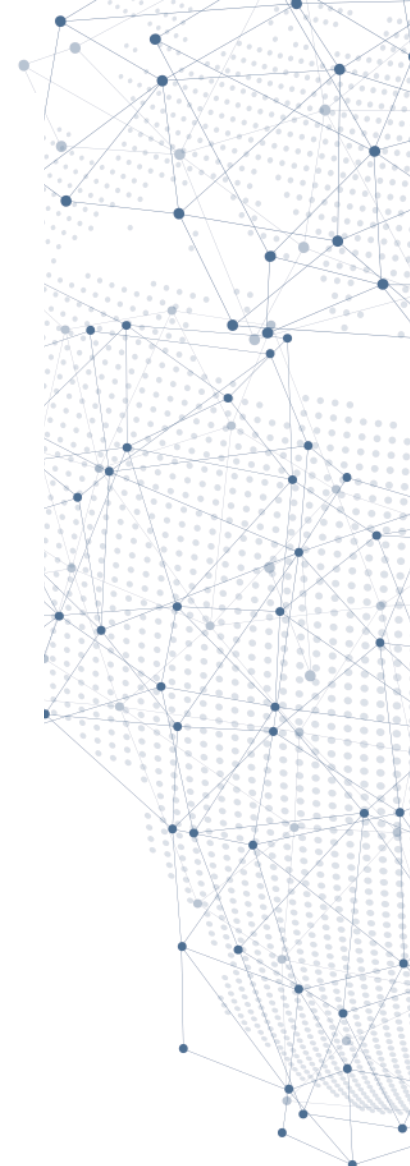
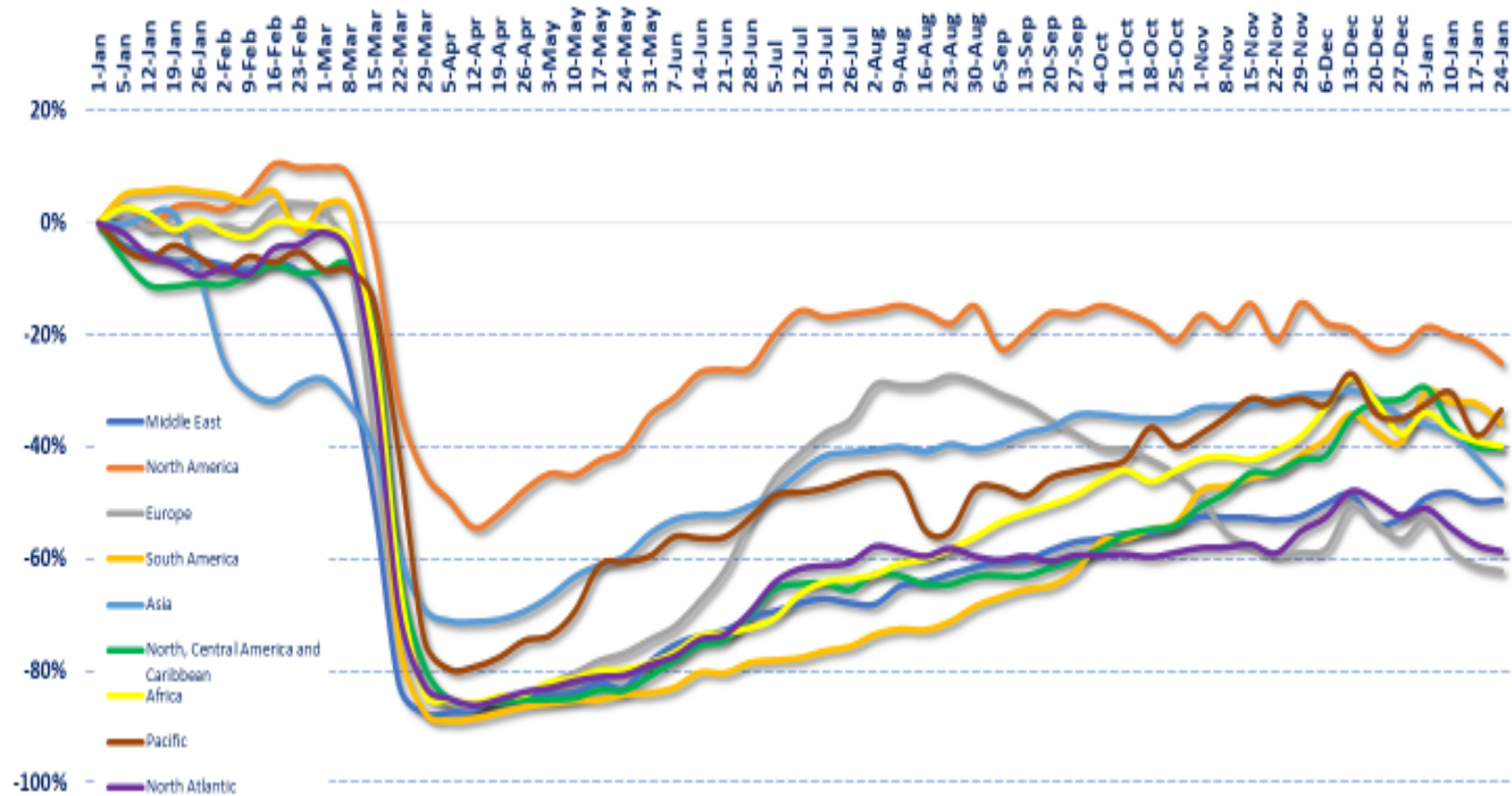


## **CANSO's MAIN GOALS.....**

- CANSO creates an international forum for discussion of Air Traffic Management related issues, where all aviation stakeholders unite to develop and exchange ideas in support of global Air Navigation Services.
- CANSO represents the views and interests of members at the relevant international institutions.
- CANSO global vision on the future of Air Navigation Services is focused on a collective industry approach towards achieving seamless air navigation services provision.
- CANSO goals is also to help ANSP's provide services that are technically interoperable, procedurally harmonised, universally safe and affordable.



# Percent Change in Flights by Region



## Future of Air Navigation.....

- Huge uncertainty in the next decade especially due to the impact of COVID
- Air traffic is expected to decrease and
- more investment to go into digital and technological advancement.
- Some analysts are forecasting that the pandemic might improve direct investment in segments like robotic and drone technology.
- As we all know UAV's have been the trending topic in all aviation industry meetings even at passed two ICAO Assembly sessions.



## What is the situation of aviation infrastructure in Africa and how did Covid-19 exacerbate its pre-existing condition?

- In Africa we have ATM/CNS infrastructure problems in two extremes.
- In some cases it is overbuilt and it is expensive.
- In other cases, it is deficient and cannot meet demand.
- Dialogue between industry and government is critical to ensure that there is sufficient capacity to meet demand, and
- that airline technical and commercial quality standards are met and that the infrastructure is affordable.



## What are the strategies for financing and reducing operational costs of aviation infrastructure?

- There should be an increased coordination, collaboration and support to the whole aviation industry
- COVID-19 Recovery plan initiative must be put in place
- Build partnerships with industry and different aviation players
- ANSPs should prioritize their needs and determine what is best for their countries.
- There is a need to collaborate with the users and the regulator
- Reinvestment as the main financing model to be encouraged
- Training on new technology and procedures



## possible areas of focus by CANSO-Africa are.....

- ATFM (CANSO Mombasa ATFM Roadmap)
- Free Routing Airspace
- Upper Airspace Management
- Satellite Based Communication, Navigation and Surveillance
- Yamoussoukro Declaration
- Single African Air Transport Market (SAATM)
- Search and Rescue



## How can this be achieved .....

- increased coordination, collaboration and support to the whole aviation industry
- COVID-19 Recovery plan initiatives
- Building partnerships with industry and different aviation players
- CANSO will support members to prioritize their needs and determine what is best for their country.
- Encourage collaboration with the users and the regulators
- Training on new technology and procedures



## Conclusion.....

To promote a sustainable trajectory for the aviation industry governments policies should prioritize sector wide measures and competition in particular They need to:

- Ensure separation between regulation and service provision
- Strike a balance between the need for support and the risk of distorting competition
- Preserve business dynamics and allow exit-demand
- Encourage a common work of all stakeholders to ensure industry brings optimum solutions and ensure they are fit for the future
- Long term traffic forecasts will need to be re-calibrated as each existing assumption is challenged by the new normal and could mean uncertainty in forecasts for several years





Thank you

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