###### National Assembly

###### Question Number: 3887

**3887. Mr C H H Hunsinger (DA) to ask the Minister of Transport:**

(1) With reference to the Air Traffic Navigation Services, what were the reasons for the (a) low Risk Safety Index (RSI) performance of 34 on the Risk Safety Index in 2016 and (b) failure to meet the capital expenditure commitments in the past three financial years;

(2) what (a) amount has been spent on the launch of the Gauteng Area Performance Based Navigation Programme and (b) are the main features of the specified programme? NW4434E

**Reply:**

**Air Traffic and Navigation Services SOC Limited (ATNS)**

(1)(a) The RSI performance for 2016 was 43 not 34. ATNS is happy to report that the RSI of 43 falls within the tolerable region (risk is manageable with mitigation). The ATNS RSI performance for 2017 is currently 47, an upward trend that we pride ourselves with. This is attributed to various initiative such as Runway safety teams, etc. Most of our Safety events are the Runway Incursions and ATNS is working closely with airport operators and other stakeholders to curb these events.

(b) It must be brought to the parliament’s attention that it was only one year that ATNS could not meet the CAPEX commitment, FY2014/15. The reason for failure to meet the CAPEX commitment was due to the fact that bids received could not meet the empowerment threshold of 51% black ownership as part of ATNS black empowerment and enterprise development strategy. This was corrected by allowing the multinational manufacturers form partnership will local bidders.

(2)(a) The cost associated with the ATNS Gauteng Area Performance Based Navigation Programme (GAPP) is estimated at R250, 000. The costs include the design and validation of Instrument Flight Procedures which is included in the permission process that is approved by the Regulating Committee. The other costs are borne by all other relevant stakeholders in accordance with their mandates.

(b) The South Africa Performance Based Navigation (PBN) Roadmap details the framework within which the ICAO PBN concept will be implemented in the South Africa for the foreseeable future. The Gauteng Area Performance Based Navigation Programme (GAPP) is guided by ICAO guidance material and the South African Performance Based Navigation (PBN). The primary driver for GAPP is to maintain and increase safety, air traffic demand and capacity, and services and technology in consultation with relevant stakeholders.

South Africa under the guidance of the DoT will continue to implement and enhance PBN at all our major airports where there are operational benefits.

Air traffic management (ATM) is the dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management – safely, economically and efficiently – through the provision of facilities and seamless services in collaboration with all parties. Therefore, we believe that the GAPP under the auspices of PBN will ensure that significant fuel and emissions savings can be realised by an efficient Air Traffic Management system. To ensure the environmental and operational efficiency of air traffic management, the three basic elements of ATM should be addressed and optimised and they are; airspace management, air traffic services and air traffic flow management.

GAPP is just one projects of many that will ensure that we realise full benefits of PBN. The main features of GAPP are:

1. The introduction of new Air Traffic Routes and Procedures
2. The revision of airspace to accommodate the new Air Traffic routes
3. The identification of Airspace and Runway efficiency initiatives

At the end, GAPP will ensure that ATNS assist airline operators and other aircraft operators to fly reduced track miles, thereby reducing Co2 emissions and noise around all our airports. This will result in cost savings by the operators. ATNS also believes that GAPP will enhance our safety performance increase efficiency, especially at OR Tambo which the busiest airport in Africa.