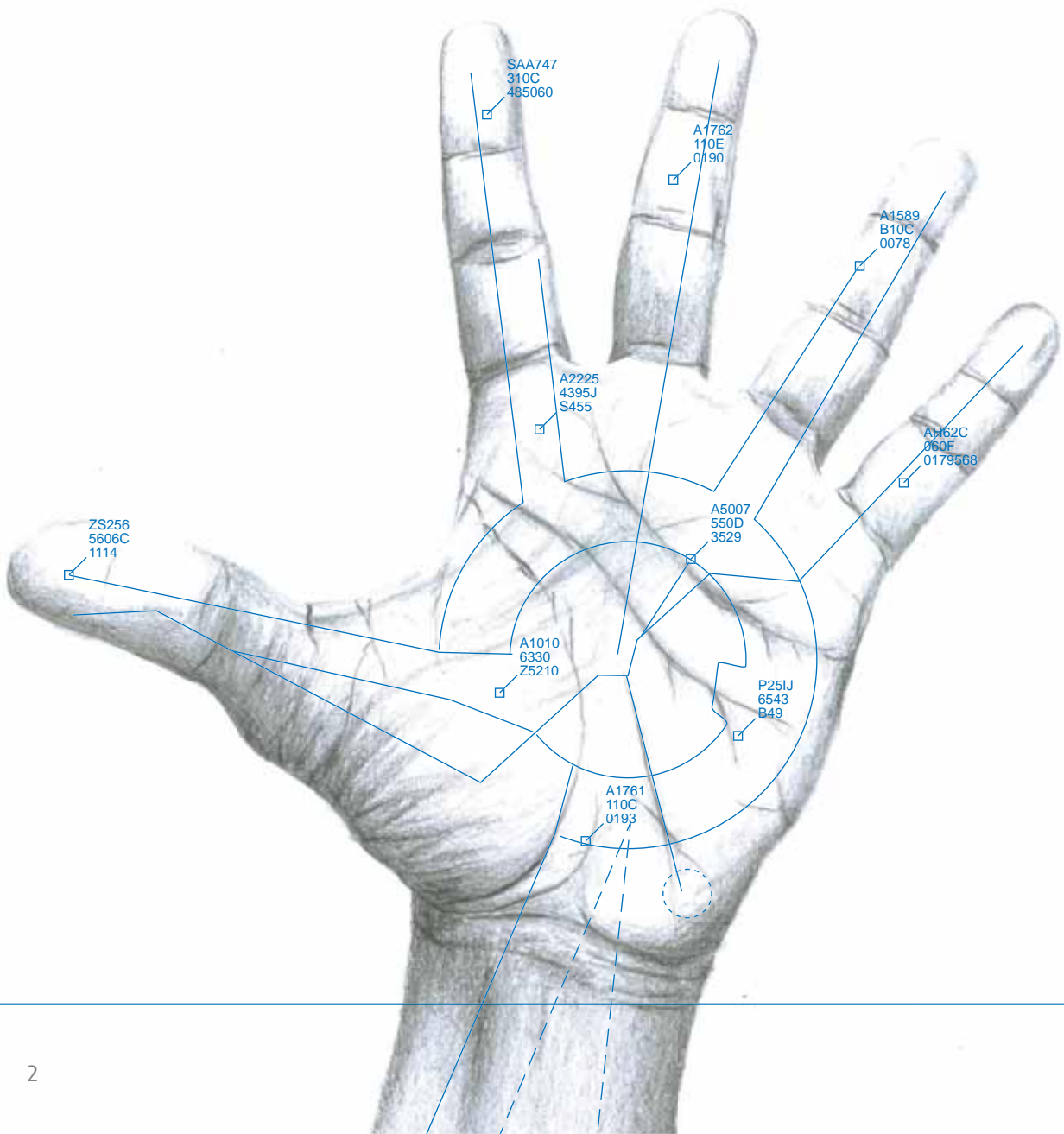


Who we are



A clear vision

To be the preferred supplier of air traffic, navigation, training and associated services to the African continent and surrounding regions.

An unambiguous mission

To provide safe, orderly, expeditious and efficient air traffic, navigation, training and associated services.

Overview

ATNS, the Air Traffic and Navigation Services Company of South Africa is the sole provider of air traffic, navigation, training and associated services within South Africa and is also responsible for a further ten percent of the world's airspace.

Standing strong with over 850 dedicated, passionate people ATNS strives to continuously provide safe, orderly, expeditious and efficient management of air traffic.

As a globally competitive employer of choice ATNS is committed to diversity and has achieved ranking within the top ten companies in South Africa with regards to female representation at executive levels.

Operating at 21 aerodromes within the country, including OR Tambo, Cape Town and Durban International Airports, ATNS is internationally recognized as one of the top air navigation service providers (ANSP's) on the globe.

Our services extend beyond air traffic control services into the provisions of vitally important aeronautical information used for all flight planning purposes as well as alert, search and rescue activities, and the maintenance of a reliable navigation infrastructure.

What we do

ATNS' services extend beyond the familiar Air Traffic Control (ATC) service and include the following:

- Alert, search and rescue co-ordination services
- Management of the flexible use of airspace through the Central Airspace Management Unit (CAMU)
- National slot co-ordination
- Support for special events and special requirements such as test flights, demonstration flights
- Pre-flight information services
- The implementation and maintenance of a terrestrial-based air navigation infrastructure
- ATS Surveillance services for aircraft in distress
- A flight information service outside of controlled airspace
- ATC service at appropriate levels, depending on the airspace of operation
- A flight co-ordination service with adjacent Air Traffic Service (ATS) providers
- Lectures and general ATS awareness training to pilots
- The African Indian Ocean (AFI) Regional Monitoring Agency (ARMA), acting on behalf of the International Civil Aviation Organization (ICAO), is delegated to South Africa and hosted by ATNS

ATNS is also very closely involved in the work of the Civil Air Navigation Services Organization (CANSO). CANSO has been a prime force in the promotion of the separation between ANS regulators and service provision, and is recognized as the principal exponent of customer focused Air Navigation Services.

IATA

We are constantly exploring ways in which we can work together on various projects with our partners. ATNS entered into a joint venture with IATA for the SADC VSAT and NAFISAT networks. Both ATNS and IATA are the network service providers for the 2 networks. In addition, ATNS works with IATA on various initiatives including RVSM, VSAT II training, WGS-84 and RVSM implementation.

economic and market indicators, including bond yields, market risk premiums, the industry risk profile, cost of debt and ideal gearing levels, as well as factors specifically applicable to the Company.

ICAO

As a member State, South Africa is obliged to comply with the SARP's published by ICAO. As the organisation that has been designated to deliver air traffic and navigation services for South Africa in terms of the Chicago Convention. ATNS participates in various work groups, task forces and panels that are tasked with development and implementation of the Global Air Navigation plan in the AFI region.

ATNS has further been appointed by ICAO to fulfill the role of the regional monitoring agency for the RVSM in Africa.

As part of our commitment to the development of air navigation services on the African continent ATNS is steadfast in its support of ICAO and provides advisory specialist services to ICAO where required.

VSAT

ATNS and IATA are the joint service providers for the SADC VSAT 2 and NAFISAT networks that cover Southern, Eastern and Northern Africa as well as Saudi Arabia and Yemen. Through the dedicated aeronautical satellite communications network, voice and data communications are provided between the air traffic control centres of 26 States by the two networks.

Domestic VSAT Networks

ATNS provides a turnkey solution for the VSAT networks including:

- Network design
- Equipment acquisition
- Equipment installation
- Maintenance of equipment
- Management of networks

The domestic VSAT networks that ATNS implements

provide amongst others AFTN, ATS/DS, VHF, radar data, remote monitoring and control services and IP services for WAN.

Technology

Reduced Vertical Separation Minima (RVSM)

RVSM is an aviation term used to describe the reduction of standard ICAO Conventional Vertical Separation Minima (CVSM) required between aircraft operating between FL290 and FL410 inclusive from 2000FT to 1000FT.

This has effectively increased the number of aircraft that can operate between the above mentioned levels by an additional six flight levels being introduced. This has been made possible by the increased and proven accuracy of the modern altimeter used in aircraft to determine flight levels.

Only aircraft with the required MASPS and approved by their respective States for RVSM operations are permitted to fly in RVSM airspace. Non compliant aircraft, excluding State aircraft, are required to operate at or below FL280.

RVSM was successfully implemented on 25 September 2008 throughout Africa.

Infrastructure

Implementation of the advanced surface movement, guidance and control system (A-SMGCS) at ORTIA and CTIA

Benefits

- The A-SMGCS systems will allow ATNS to improve the quality of aerodrome control services provided at ORTIA and CTIA during visual and instrument meteorological conditions
- The system will facilitate the monitoring and control of suitably equipped aircraft and vehicles on the manoeuvring area and improve operational safety through the provision of tools to monitor possible runway incursions by either aircraft or vehicles
- The system will mitigate delays due to weather and improve safety at the two airports at times of low visibility such as bad weather and at night

Implementation of the air traffic flow management tool (ATFM) for the central airspace management unit (CAMU)

Background

The need for a central flow management unit (CFMU) was recognized by ATNS several years ago and as a result of this the central airspace management unit (CAMU) was born. The CAMU has since then carried out strategic, pre-tactical and tactical flow management whilst also managing the flexible use of airspace and the successful implementation of slot allocations. Existing international air traffic flow management best practices were researched and it was found that further specific development was required for the unique South African environment. Hence it was decided to take the best ATFM concepts and to integrate them into the existing SAAATS Eurocat Air Traffic Management System.

This system is unique in that it is the first time that an ATFM system of this type will be fully integrated into an advanced ATM system enabling automated strategic, pre-tactical and tactical ATFM to be carried out.

Benefits

- As a highly integrated system it will have collaborative decision making capabilities which will ensure that the reasonable requirements of air traffic control, aircraft operators, military aviation and airport operators are considered by the CAMU before an airspace plan is finalized
- This process also ensures that the South African airspace and airport facilities are optimally used and aircraft trajectories are calculated accommodating the aircraft operator's requirements
- Part of the CAMU Program will consist of an ATFM System for strategic, pre-tactical and tactical Airspace Organisation and Management in terms of air traffic flow modelling of specific airspace situations in South African Airspace
- Tactical management of Arrival and Departure slots at any of the coordinated airports including slot usage statistics
- Balancing of airspace demand against capacity for any selected airspace or airport in South Africa
- Optimum rerouting of flights around segregated or constrained airspace volumes before the day of operation

- Collaborative information flow between the Air Traffic Control, Airport Operations and the Aircraft Operators regarding strategic and tactical real time and future use of any airspace and airport situation
- The project will support Green ATM by ensuring that minimal fuel burn is achieved for the majority of flights thereby reducing the amount of green house gas emissions

Deployment of radar sensors at George and the new airport at La Mercy

Background

ATNS has an ongoing national civil surveillance improvement program. This program has seen the replacement of approach radar systems at East London and Port Elizabeth airports and the upgrading of various en-route surveillance radars. Going forward new surveillance radar systems will be installed at the new international airport at La Mercy and George airport.

- George is used as a diversion airport for Cape Town International and the radar system at George will facilitate increased capacity and efficiency as well as improve aviation safety by means of positive electronic surveillance of aircraft arriving, departing and operating in the vicinity of George airport.

The environment in which we operate

The Regulating Committee regulates ATNS from an economic perspective. This includes the capping of the company's tariffs and prescribing minimum service standards. In setting these price caps (CPI-X) and standards, the Regulating Committee considers the air traffic movements, capital expenditure, safety, capacity, and value for money, interests of clients and the long term viability of the Company. Economic regulation is recorded in a Permission which contains conditions within which ATNS must operate.

A Permission lasts 5 years with a review and re-issue in the third year. The last two years of a Permission overlap with the first two years of the next Permission. In estimating a reasonable rate of return for the Company, the Committee has taken into consideration the various