



## **MEDIA STATEMENT**

### **ATNS makes significant progress in operational performance, improving predictability for airlines**

**Friday, 25 September 2026:** The Air Traffic and Navigation Services (ATNS) has made significant progress in strengthening its flight procedure design capability, enhancing operational planning, and improving service delivery across its air traffic service units. These interventions have resulted in reduced operational disruptions, improved predictability for airlines, and increased confidence in the organisation's ability to deliver on its commitments.

At O.R. Tambo International Airport – the busiest airport on the African continent – ATNS continues to manage peak demand in line with a declared capacity of 53 aircraft movements per hour, effectively facilitating almost one aircraft movement every minute during peak operating periods. Achieving this consistently requires close coordination across the aviation value chain, including airlines, airport operators, air traffic controllers, and operational support teams.

Addressing Minister of Transport Barbara Creecy during the release of ATNS' annual financial results for the year ended 31 March 2026, ATNS Chairperson Adv. Zola Majavu said: "The year under review marked the beginning of ATNS' new five-year strategic journey. It was a year in which the Board focused on stabilising the organisation, strengthening governance, rebuilding stakeholder confidence, and creating the conditions necessary for long-term sustainable growth."

Adv. Majavu added that while challenges remain, the progress achieved during the year has established a solid foundation from which the organisation can continue to build.

ATNS achieved 75% of its planned targets for the 2025/26 financial year, reflecting meaningful progress in advancing its strategic priorities while maintaining safety as the cornerstone of its operations. Safety performance remained strong throughout the year, with no safety breaches, accidents, or incidents exceeding established tolerable thresholds attributable to ATNS. This performance underscores ATNS' commitment to the highest standards of safety and operational integrity, supporting the safe and reliable movement of aircraft across South African airspace.

ATNS Acting Chief Executive Officer Matome Moholola said the organisation had made substantial progress in addressing the historical flight procedure design backlog. Of the 320 outstanding flight procedure designs, 202 were submitted to the South African Civil Aviation Authority (SACAA) for approval during the reporting period.



"This represents important progress in strengthening aviation safety, improving airspace utilisation and operational efficiency, enhancing resilience, and reinforcing confidence in the aviation system," said Moholola.

While maintaining prudent cost management, ATNS continued investing in capabilities required to support long-term growth.

Capital expenditure increased to R232.6 million, compared with R133.8 million in the previous financial year, and was directed towards modernising infrastructure, enhancing operational systems, and improving service reliability.

"These investments reflect the need to balance financial sustainability with the operational requirements of a safety-critical organisation," Moholola added.

The organisation continues to invest in its people to ensure critical operational, technical, and leadership capabilities are available to support current operations while building the workforce required for the future. This includes strengthening the talent pipeline, developing specialist skills, and creating an environment in which employees can grow, contribute, and build long-term careers.

ATNS also continued investing in youth development through engineering learnerships and graduate development programmes, reinforcing its commitment to building a sustainable pipeline of future aviation professionals.

The Air Traffic Services (ATS) training pipeline remains a strategic priority, developing the specialist skills required to support safe, reliable, and efficient air navigation services. Delivered through the Aviation Training Academy, the programme aligns workforce planning with forecast traffic demand, regulatory requirements, and ATNS' long-term operational capability.

During the year under review, the ATS Bursary Programme comprised 120 bursars, with 30 participants enrolled in each quarter.

Revenue increased by 16% to R2 billion, driven primarily by strong growth in regulated aviation services and increased billable aircraft movements in the domestic market.

Despite this growth, ATNS recorded a net loss of R36.5 million, compared with a net profit of R22.3 million in the previous financial year.



Acting Chief Financial Officer Pinky Phaswana attributed the net loss largely to increased operating costs, particularly employee-related expenses and costs associated with infrastructure maintenance programmes.

ATNS also received a disclaimer of opinion from the Auditor-General.

A disclaimer of opinion means that the Auditor-General was unable to express an audit opinion because sufficient appropriate audit evidence could not be obtained to verify the completeness and accuracy of certain revenue balances. This was primarily due to weaknesses identified in specific processes, controls, and supporting information.

Importantly, the Auditor-General's disclaimer does not relate to the existence of ATNS' operations, its mandate, or the organisation's solvency.

"The Board acknowledges the seriousness of these findings and accepts its responsibility for ensuring appropriate oversight of the organisation's control environment," said Adv. Majavu, adding that: "Addressing the underlying deficiencies is a priority. Through the Audit and Risk Committee and other governance structures, the Board will closely oversee management's remediation programme, with particular focus on strengthening information technology governance, revenue controls, record-keeping practices, and financial reporting disciplines."

**ENDS**

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