



Welcome Speech by Thabani Mthiyane, ATNS CEO, Vice Chair CANSO Executive Committee, Chair CANSO Africa CEO Committee at the 4th CANSO Africa Conference 2016 - Accra, Ghana (12 - 14 September 2016)

Ghanaian Transport Minister, Hon Fifi Kwetey
CANSO: Jeff Poole, Director General
Simon Allotey, Director General, Ghana CAA
Gilbert Kibe, Director General Kenya CAA, Member of CANSO Executive Committee
Emanuel Chaves, Chairman, Aeroportos de Moçambique
Zouhair Mohammed El Aoufir, Director General, Moroccan Airports Authority
Emmanuel Onyemaechi Anasi, Acting Managing Director, Nigeria Airspace
Hamza Johari, Director General, Tanzania CAA
Rama Makuza, Managing Director, CAA Uganda
Robinson Misitala, Managing Director, National Airports Corporation Ltd.

Ladies and Gentlemen

I would like to use this opportunity to extend a warm welcome to everyone, from far and wide, to 4th CANSO Africa Conference - held here in this beautiful city of Accra, Ghana. I trust that those who used road, rail and air transportation - did so safely.

Looking at the program - one is tempted to sum it all in a few words: Since take-off we have experienced a few distressing turbulence midair and our passengers were disturbed - worried with fear and questioning the experience of our pilots - whether they'll reach their destination. But our aircraft is now on final approach, preparing for landing.

To elaborate on the afore-mentioned statement - the African aviation industry has been treated with some suspicion, especially in relation to its safety record and some will say - seemingly redundant CNS equipment. But because of the determination, will to succeed against all odds, support of our governments, good relations with our suppliers, signing and implementation of a number of South-to-South cooperation agreements and above all, our strong love for the continent and its people, we have made Africa what is supposed to be - a powerhouse of



economic activity.

True to its Theme, “*Ensuring Safe and Efficient Airspace - Separating Regulation from Service Provision*”, the conference’s focus will be on how we separate regulation and service provision, as well as on institutional change. I must admit that this subject has been discussed in many aviation forums and has been widely written about in papers and aviation journals. It is a fact that autonomy for the air navigation services provider and its separation from the regulatory oversight function is well-established in several ICAO guidance materials. Greater financial and operational autonomy for the ANSP encourages a business approach to service delivery and without doubt - an improved quality of service. Let me not be up-front at this point in time and state that delegates will probe this further - during our forthcoming discussion and/or deliberations.

In his remarks to the CANSO Global ATM Operations Conference in March this year, in Spain, CANSO Director General, Jeff Poole, spoke about future plans for investing in and implementing performance-based navigation; and how ANSPs might use space-based ADS-B to complement ground-based surveillance among others. He highlighted the importance of partnership in working with airlines, airports and other partners to implement airport collaborative decision making and air traffic flow management. I agree wholeheartedly with and share Jeff’ sentiments. Fortunately most of the African ANSPs have agreed to work together to forge ahead on many of the issues raised above.

A reference point can also be found on our Quarter Two Report, where the Africa CANSO CEO Committee (AFC3) confirmed its decision to support the Africa ANSPs Safety initiative - whose intention is to improve the level of safety in ATM in the continent. AFC3 agreed that CANSO should lead all the ANSP related issues in Africa and endorsed the CANSO Standard of Excellence in SMS questionnaire as a standard tool for the peer review and assessment of safety performance in the region.

The Conference will also focus on the key priorities for air traffic management in Africa. How do we match equipment with the Aviation System Block Upgrades; how sovereignty need not be a barrier to providing air traffic services across borders; improving efficiency through collaborative decision-making; and enhancing safety through implementing safety management systems and the Africa ANSP Safety Initiative. We welcome expert opinion and discussions on



these topics.

A key element to improve the performance of the airports that often represent a bottleneck in the air transport system is through Vision 2020, which is our strategic framework to transform global air traffic management performance and deliver seamless airspace globally. Let us discuss and ultimately come with resolutions and concrete response to the problem of congested airports.

I urge you to attend the two-day Safety Seminar that will concentrate on Incident Investigation in a Just Culture. We have a lot to learn here.

In closing, I would like to ask the participants of this conference to resolve and pledge - that Africa shall reduce the incident rate to less than the global average by 2016/17 Financial year. This can be achieved through partnerships and of course, cooperation among stakeholders.

I still believe that the harmonization of the African airspace is a concrete way of improving the smoothness and cost-efficiency of the entire air traffic service chain. The realization of safer African skies, which has been a pipe-dream, is becoming a reality. **THANK YOU**



L-R: CANSO DG, Mr Jeff Poole; ATNS CEO, CANSO Executive Committee Vice Chair and CANSO Africa Chair CEO Committee Mr Thabani Mthiyane; Minister of Transport: the Republic of Ghana, the Hon. Fifi Kwetey; Air Vice Marshall (retired) Christian Edem Dovlo: the Chairman of Ghana Civil Aviation Authority; Mr Simon Allotey, Director: Ghana Civil Aviation Authority; Mr Barry Kashambo: ICAO Regional Director (East and Southern Africa Office) of ICAO