

Ladies and gentlemen, colleagues, friends, Good morning and welcome to the 9th CANSO Latin America and Caribbean conference.

In June, I was appointed CANSO Latin America and Caribbean CEO Committee Chair. I have a significant challenge ahead, especially keeping up to my predecessor Mrs Micilia Albertus-Verboom, whom I thank and congratulate for taking on the challenge in the early stages of CANSO in the region. Micilia thank you for your hard work and dedication.

It is the first-time that CANSO celebrates its regional conference in Brazil, and what a great location we have chosen: Salvador de Bahia.

Salvador de Bahia, Brazil's first colonial capital, is one of the Americas' oldest cities. The city is an important cultural, national and tourist centre. By 2010, it was home to well over three million people and the country's third-biggest city regarding its overall population.

The Pelourinho district of the upper town, still home to many examples of Portuguese colonial architecture and historical monuments, was named a World Heritage Site by UNESCO in 1985

I would like to thank Lieutenant-Brigadier Jeferson Domingues de Freitas, Director General, DECEA, for hosting this conference.

Over the years, this important air navigation conference, organised by CANSO, has seen an increase in regional air navigation service providers' participation. I am delighted to see new faces attending as well as previous faces returning every year.

During my two years at the helm of EANA, I have attended a good number of aviation events, and it is clear we need to continue developing a strategy concentrating on harmonising procedures, and facilitating the exchange of information and best practices at the

regional as well as global level. However, and most importantly, we need to show results, tangible benefits for all involved.

As many of you know and as I mentioned before, I was recently appointed the LAC3 Chair. Nonetheless, this year I was able to experience the work the LAC3 dedicates on concentrating in providing real results, working in partnership with other stakeholders, and I must admit, it is a big responsibility.

Real results are what we are aiming for, and we are moving towards supporting a more implementation-oriented approach.

The CANSO ATFM Data Exchange Network for the Americas is one example. In less than a year, CADENA has made significant advances. Sure enough, there is much work ahead. However, in its first year of operation, CADENA has showcased the commitment of all involved.

CADENA operates through partnership, strong coordination and collaboration among ANSPs, namely the International Civil Aviation Organization (ICAO), International Air Transport Association (IATA), Latin American and Caribbean Air Transport Association (ALTA), Airports Council International (ACI), 11 airlines, airports and other stakeholders – and the number is growing.

To enhance information sharing, CADENA has implemented regularly-scheduled, operations-planning web conferences, tactical web conferences to inform on hurricane contingencies, and an automated operational information system (OIS) to inform States and stakeholders on regional operations. The CADENA OIS is a significant milestone in implementing standardised and harmonised ATFM/CDM information-sharing throughout the Latin America and Caribbean Region.

The CADENA OIS is a vital information-sharing portal and is being consulted daily by all airline dispatchers. CADENA is becoming *the* information-sharing platform for the Latin America and Caribbean region. Connectivity among CADENA members is more a reality, and we congratulate Trinidad and Tobago for connecting to the FAA SWIMs network. A big thank you to Teri Bristol and her team for the significant support we are getting for CADENA.

Moving on, CANSO is also supporting the Air Transport Optimisation group (ATOG) for Panama. ATOG held its first meeting in August and recommended to the Panama Executive Steering Committee (ESC) to expedite the implementation of airport collaborative decision-making (A-CDM) and enhance air traffic controller training. *(The ESC is composed of the Director-General and President of the CAA of Panama, COPA, Tocumen International Airport and government officials).*

Also, CANSO has supported many regional workshops, like the Third Airport Collaborative Decision Making (A-CDM) workshop organised by the ICAO South America office in Lima, Peru. CANSO highlighted, explained and demonstrated how the theory could be a move to a practical implementation of A-CDM.

Our region is one of the fastest growing, and with that growth come numerous challenges and opportunities. Air navigation service providers need to be accommodating its operations to new entrants, ensure safety and security (our number one priority), training its personnel in new technology that is transforming air traffic management. All these changes require innovative thinking.

Also, ANSP's need to be agile and pragmatic about investments while complying with national and international regulations. The relationship between the ANSP and the regulator, as well as the collaborative efforts with customers and other key stakeholders, is

Opening Remarks - Agustin Rodriguez Grellet - EANA

vital to the successful implementation of national programs/plans. With all the changes coming ahead, I call for all to keep on working together and strengthening our commitment and cooperation for an even safer air navigation system.

I am sure that our deliberations would result in making significant progress toward reaching our goal collectively, and I wish all your discussions will be enriching and fruitful and bring new dimensions to the air navigation industry in our region.

Muchas gracias