



Remarks of CANSO Director General Jeff Poole to CANSO Africa Conference, 13 September 2016

Welcome to the fourth annual CANSO Africa Conference. I would like to thank Simon Allotey, Director General of Ghana Civil Aviation Authority, which is hosting the conference, along with Aireon and our other sponsors.

Africa is a huge, amazing, vibrant and diverse continent. The CANSO Africa Conference is an important forum where CANSO Members and other stakeholders can discuss the key issues and challenges facing ATM in Africa; exchange views on latest processes, technologies and best practices to deliver even safer and more efficient airspace; and agree important partnerships and how to cooperate even more closely to harmonise African airspace.

During the conference I am delighted and proud that CANSO Members will be signing the Declaration on the Africa ATM Safety Peer Review Initiative – and I will talk more about this shortly.

I would like to start by looking at the state of the aviation industry in Africa and the significant role that air traffic management (ATM) plays in the aviation value chain.

The economic benefits of aviation

Aviation plays a vital role in helping boost GDP growth. It provides connectivity, access to markets and contributes to significant economic and social benefits. ATM helps build this connectivity by ensuring the smooth and safe flow of traffic.

The latest economic report by ATAG – the Air Transport Action Group – calculates that air transport supports almost seven million jobs in Africa and contributes over 70 billion US dollars in GDP. In fact, Africa is the second fastest-growing region for international air traffic with traffic forecast to grow at over 5.4 percent per annum over the next 20 years. Last year ANSPs handled over one million flights in Africa.

This is all good news but the challenge is how ATM will manage this growth, safely, efficiently and cost effectively.

Challenges

We all know that there are some very real challenges. The Report of the Africa Region to the CANSO AGM 2016 in June stated that the region has been battling with issues of aviation

safety; inadequate training and development of operational staff; and lack of proper implementation of infrastructure.

It also identified areas where States have been too slow to act, such as their failure to implement the Yamoussoukro Declaration and Decision, which would have resulted in improved, seamless airspace, greater efficiency and reduced costs.

So what is CANSO doing to address these challenges and what do we want others, especially States, to do?

Improving safety

Safety is our number one priority and partnership is a pillar of Vision 2020, CANSO's strategic framework for ATM. It is therefore appropriate that this conference will address how ANSPs can partner with each other and with other aviation stakeholders to improve safety.

Africa has a poor safety record compared to other regions; however, good progress is being made. 2015 saw improvements to the accident rate for jet and turboprop hull losses. Runway safety-related incidents, controlled flight into terrain (CFIT) related accidents and serious incidents, and loss of control (LOC) related accidents have all halved since 2012.

Peer Review Mechanism

CANSO has been working hard to improve safety in Africa. Last year, African States and their ANSPs agreed to implement a peer review mechanism to address critical safety issues in ATM – the Africa ANSP Safety Initiative.

ANSPs have formed teams that visit other ANSPs to assess safety management systems; help with implementation; and exchange best practices; all based on the CANSO guidance and tools. This process has been supported by 'train the trainer' workshops such as the workshop in Mozambique in September last year where 51 participants from 11 organisations were trained; and the safety oversight training attended by around 80 participants in Zambia earlier this year.

So far, ANSP peer review trials have been conducted in Kenya, South Africa, Uganda, Tanzania, Burundi, Rwanda and ASECNA. These have provided useful learnings which have been incorporated into the programme.

I am delighted that CANSO Members in Africa have agreed to sign a declaration agreeing to commit to the peer review initiative and ensure its effective operation. The Declaration on Africa ATM Safety Peer Review Initiative is a significant milestone and a great example of partnership in action: ANSPs working with ICAO and fellow ANSPs to implement effective safety management systems and determine SMS maturity levels.

I know that for some ANSPs in Africa, implementing SMS is not a priority and there are concerns about having enough staff to implement SMS. However, experience from other regions shows that a robust SMS enhances safety.

ICAO and African aviation stakeholders are watching us with great interest, so I urge all ANSPs to join and take advantage of the initiative. We hope to have all CANSO Members in

Africa participating by the end of this conference and at the CANSO Africa Conference 2017 we will present a report on progress.

SEANS-Safety

Another important safety initiative is the CANSO Standard of Excellence in Air Navigation Services-Safety or SEANS-Safety. This will assess and validate the SMS maturity levels of ANSPs based on the *CANSO Standard of Excellence in Safety Management Systems*, which is aligned to ICAO Annex 19, Safety Management.

SEANS-Safety uses independent CANSO assessors and will provide an impartial, standardised means of assuring and demonstrating ANSP safety management capabilities internally and to regulators and ICAO. The initiative will provide renewed impetus for ANSPs to implement effective, measurable, safety management systems, and will help ANSPs standardise the elements of their SMS. We recently conducted a successful beta testing in Curacao and I am delighted that ATNS will be one of the first three ANSPs to be assessed in early 2017.

Training of air traffic controllers (ATCOs)

To handle the growth of air traffic safely and efficiently, Africa needs to ensure it has well-trained ATCOs. Some ANSPs have programmes to encourage able candidates to apply for ATCO training along with financial inducements. For example, training schemes are already in place in ATNS (South Africa), the East African Community School of Aviation of Kenya, Tanzania CAA and NAMA in Nigeria.

These are all moves in the right direction but we still need to do more work on training and retaining other ATM staff to address the high turnover of maintenance personnel; and improve training to ensure ATM equipment is maintained properly.

Funding Infrastructure

Lack of financial resources is a key issue for some African States when developing their air navigation services. With air traffic growing at over five percent annually, we need States to invest in modern, efficient, ATM infrastructure. CANSO therefore welcomes the recent statement by the President of the ICAO Council that the next focus of ICAO in Africa should be on a joint programme to enhance aviation infrastructure.

Any investment decisions need to be well considered and developed. Existing resources must be used efficiently and prioritising is key to this. States must develop robust implementation plans to guide funding priorities.

Implementing the Aviation System Block Upgrades (ASBUs)

An important part of the investment by States is modernising air navigation services. ICAO's Global Air Navigation Plan and its Aviation System Block Upgrades methodology provide the best opportunity for States to modernise their air navigation services and transform ATM performance. For example, Zambia is investing heavily in implementing the ASBUs through infrastructure development, including implementing ADS-B, and training employees.

We encourage States to take advantage of the help on offer from ICAO and CANSO to implement the ASBUs. The CANSO ASBU training helps States and ANSPs to identify the priorities and advise on the most cost-effective options. For example, using satellite-based equipment rather than ground-based equipment.

One of the conference sessions looks at how organisations can best match their equipage requirements with the ASBUs so they can make the right investment decisions at the right time.

Separation of regulation from service provision

There is another area where we are asking States to act to improve efficiency. One organisation having responsibility for both regulation and service provision acts as a constraint.

Most ANSPs in the region are owned and operated by the government bodies that regulate them. This can create conflicts of interest and hinders the implementation of performance-driven air navigation services. Separation unlocks value enabling ANSPs to concentrate on the delivery of efficient, cost-effective and customer-oriented air navigation services.

Conclusion

It is absolutely clear that aviation acts as a catalyst to boost GDP growth, particularly for developing countries; it boosts travel, tourism and connectivity and provides access to markets.

These economic benefits should encourage governments to support aviation and invest in ATM infrastructure, modernise airspace by implementing the ICAO Aviation System Block Upgrades and liberalise air transport by implementing the Yamoussoukro Declaration.

CANSO is working hard with its industry partners to improve the safety, efficiency and sustainability of ATM across Africa by developing and implementing CANSO Standards of Excellence, providing benchmarking, disseminating best practices, working in partnership and promoting opportunities for collaborative decision-making.

Importantly, the signing of the Declaration on Africa ATM Safety Peer Review Initiative by CANSO Members signals our commitment to take positive steps to make a real difference in improving safety.

We look to you, our Members, to get these same messages across to your governments and to further encourage non-CANSO ANSPs to join us in our efforts. This conference will look at all these issues in a lot more detail

I wish I had more time to cover other challenges such as the entry of drones into airspace, exciting new developments such as space-based surveillance that will make such a difference to coverage of remote areas and partnership initiatives, such as collaborative decision making, that are transforming efficiency. However, I am sure you will find the next few days most useful and I wish this conference every success. Thank you.