

**WELCOME ADDRESS DELIVERED BY ING. SIMON ALLOTEY, DIRECTOR-GENERAL,
OF GCAA AT THE OPENING CEREMONY OF THE 2016 CANSO AFRICA
CONFERENCE HELD AT THE MOVENPICK HOTEL, ACCRA, GHANA ON 13TH
SEPTEMBER, 2016**

Hon. Fifi Kwetey, Minister for Transport, Republic of Ghana

Mr Jeff Poole, the Director General of CANSO,

AVM Christian Dovlo, Board Chairman of the Ghana Civil Aviation Authority

Members of the GCAA Board of Directors

Mr Barry Kashambo, ICAO Regional Director, East and Southern Africa

Mr Thabani Mthiyane, Chair of AFC 3, CANSO and CEO of ATNS

Ms Boni Dibate, Director Africa Affairs, CANSO

*The Chief Executives, Directors - General and Heads of CAAs and Air Navigation
Services Providers,*

Directors of the Ministry of Transport and of the Ghana Civil Aviation Authority

ICAO, CANSO, IATA, ACI and Industry Representatives,

Distinguished Delegates

Invited Guests

Ladies & gentlemen

On behalf, of the Board, Management and staff of the Ghana Civil Aviation Authority, I wish to welcome all of you warmly to Ghana and to the 4th CANSO Africa conference.

Ghana wishes to thank CANSO for granting the GCAA full membership status in 2013. We feel proud to belong such a progressive organisation which serves the interest of its members to ensure efficiency and safety in air navigation services provision.

We applaud CANSO for choosing a very appropriate and topical theme for the conference. The issue of separating air navigation service provision from ANS is very topical and I am optimistic that this conference will provide the needed

direction and options for separation. I wish however to focus my address on value creation through enhanced collaboration and partnerships.

CANSO's Vision 2020 highlights three core elements of partnership, value creation and efficient and effective organisation. ANSPs have to collaborate more to create the needed value and efficiency. African ANSPs in general have created organisational silos and there is inadequate collaboration among ANSPs in infrastructural systems planning and implementation. For instance, since the last decade, there has been a proliferation of aeronautical VSAT networks most of which have had extremely low utilisation. For example in 2004 GCAA and a neighbouring ANSP embarked on VSAT solutions for ATS-DS and for extended range VHF Air – Ground communications. We stood to create synergy by deploying a common system. The ANSPs through lack of cooperation implemented systems which were not compatible and interoperable. Through partnerships, an infinitesimal number of VSAT networks at most two, could serve the communications needs of the entire AFI Region. Africa must put aside political, sovereignty and cultural considerations and create the needed synergies to ensure capacity optimisation and efficiency in our air navigation service delivery.

Thankfully, this concept of ANSPs going solo is changing. There is visibly more cooperation among ANSPs. ANSPs need to coordinate effectively in ASBU implementation to achieve standardization, economies of scale, operational efficiencies, interoperability and high engineering availability.

Ghana's airspace strategy is to continuously attain improvements in Air Traffic management capabilities and operations for enhanced airspace safety, capacity, and efficiency. In recent times, this strategy has been achieved through effective training of ATM personnel, alignment of Ghana's ATM Plan to the GANP and the AFI Regional Air Navigation System Implementation Action Plan and through effective coordination and collaboration with adjacent FIRs. It is very important to coordinate our strategy and technology implementation with our regional partners to achieve interoperable and cost-effective solutions which will ultimately improve on the quality of service delivery, enhance air navigation capacity, efficiency and safety within the AFI Region. Examples of such collaboration to harmonise the interoperability of the CNS/ATM systems with our

regional partners include the implementation of the African Indian Ocean Satellite Network (AFISNET).

AFISNET provides dedicated ATS – Direct Speech communications in Western and Central Africa and in the Indian Ocean with interfaces in 17 ASECNA member States, Ghana (GCAA), Nigeria (NAMA) and in Liberia, Guinea and Sierra Leone (Roberts FIR). Ghana recently hosted the AFISNET Satellite Network Management Committee (SNMC) Meeting. One of the objectives of the meeting was to monitor the harmonisation of the implementation of facilities, services and where necessary ensure inter-regional connectivity, taking due account of cost-benefit analysis, business case development and financing.

Another example of collaboration with our Regional partners is on Surveillance data sharing and ATS Inter-facility Data Communications (AIDC) implementation. To this end, ASECNA hosted an implementation meeting attended by GCAA, NAMA and Roberts FIR in Lome, Togo in April 2016.

African States increasingly face challenges with the implementation of new CNS technologies. For example, the ASBU Module B0-ASUR under the GANP provides for implementation of complimentary surveillance Enablers such as Mode S SSR, Terrestrial ADS-B OUT and Multi-lateration. CPDLC/ADS-C also supports Air-Ground Data communications. However Industry is churning out other innovative solutions e.g. Space-based ADS-B ahead of ICAO guidance material or SARPs development leaving States in a dilemma as to which technology to deploy. The ICAO ASBU Programme was intended to align the technology roadmap with specific performance improvements but it appears industry with lightning speed (Usain Bolt's) is beginning to lead the way again. States need assurance from ICAO that appropriate guidance material or SARPs are in place for any technology, system or process to be deployed by ANSPs.

The 3-year review cycle of the GANP including its Appendices is welcoming. In the intervening period, ICAO, other Rule makers, CANSO and Industry should liaise

with and advise ANSPs timeously to ensure that the best and cost-effective technological solutions are implemented by States.

May I take this opportunity to congratulate two of our African CEOs who were elected to the Executive Committee of CANSO at the AGM in Vancouver in June 2016. Ladies & gentlemen, kindly join me in congratulating Capt. Gilbert Kibe, Director General of the Kenya CAA who was elected as a member of the Executive Committee and Mr Thabani Mthiyane, CEO of ATNS South Africa and Chair of the CANSO Africa CEO Committee (AFC3) who was elected as the Vice-Chair of the Executive Committee.

In conclusion, I am optimistic that the Conference will provide recommendations for greater cooperation and partnerships among ANSPs with the view of enhancing safety and efficiency in our service delivery.

On this note, it is my pleasure and honour to invite the Minister for Transport of the Republic of Ghana and member of Parliament, Hon. Fifi Kwetey to deliver the keynote address.

God bless you all.