



**EAST AFRICAN COMMUNITY SECRETARIAT**

**REMARKS BY THE SECRETARY GENERAL OF THE EAST AFRICAN  
COMMUNITY, AMB. JUMA V. MWAPACHU AT THE OPENING OF  
THE GLOBAL AVIATION SAFETY ROADMAP WORKSHOP HELD AT  
NAURA SPRINGS HOTEL, ARUSHA ON 12 AUGUST 2008**

**Hon. Dr Shukuru Kawambwa, Minister for Infrastructure Development,  
United Republic of Tanzania;**

**The ICAO Eastern and Southern Africa Regional Director;**

**African Representatives on the ICAO Council;**

**President of the ICAO Air Navigation Commission;**

**Representatives of ISSG (IATA, ACI, CANSO, Boeing, Airbus, Flight  
Safety Foundation and IFALPA);**

**Representatives of Donor Agencies and Cooperating Partners;**

**Directors General of Civil Aviation and Airports Authorities;**

**Executive Director of the EAC Civil Aviation Safety and Security Agency;**

**Representatives of the EAC Secretariat;**

**Distinguished Delegates;**

**Ladies and Gentlemen;**

Good morning and thank you all for being here. Let me extend my special appreciation to Hon. Dr Shukuru Kawambwa, Minister for Infrastructure Development for accepting to be with us today to officiate at this important Workshop. I also wish to thank ICAO for accepting to bring this Workshop to Arusha, the Headquarters of the East African Community.

You will no doubt appreciate that I am not an expert in civil aviation. However, as a consumer of air transport products and as a principal executive officer of a Community that is determined to integrate the region and people of East Africa and strengthen its economies in all major aspects - social, cultural, economic, political and technological, I deem myself a strategic stakeholder. In this context, safe, secure, reliable and efficient air transport plays a very important role in deepening and widening our integration; regionally and continentally. I thus commend the planners of this Workshop since its focus fits in well with the thrust of our integration process.

During the past sixty years, ICAO has been facing a number of challenges. Many of its member countries have been struggling to ensure that civil aviation operations under their jurisdictions are managed under internationally accepted minimum operating standards, procedures and practices. This requirement is as it should be. However, it is a requirement that has also created a division in approach among ICAO Contracting States. Some Contracting States have used such “meeting of international requirements” to exclude other countries from operating in their air spaces due to safety and security concerns. Such exclusions have included

‘blacklisting’ of airlines and ‘categorisation’ of States. This is an unfortunate development which needs to be resolved with ICAO taking the lead.

Whilst there have been contrasts (and these will continue as the aviation industry further develops) in the development and implementation of international standards and recommended best practices, exclusion cannot be justified. Exclusion will not work; nor can it assist to resolve the challenges of developing a safe, secure and efficient air transport system globally. On the contrary, such policy only ends up weakening further the economies of the “excluded States”.

**Honourable Minister,**

**Distinguished Delegates,**

It is important to recognise that the development of the civil aviation industry has for all time, been based on collaboration and cooperation among many players. These include aircraft manufactures, governments, individuals, air operators and other service providers, with ICAO at the helm establishing requisite policies and technical guidances. This partnership has made the international civil aviation develop more harmoniously than probably any other global public industry. It is important that this partnership is maintained and reinforced. I trust that at this Workshop on the Global Aviation Plan and Roadmap, you will have the opportunity to examine how best to deepen this much needed cooperation and collaboration in and with the East African Region.

On our part as the East African Community, we strongly believe that no one country, particularly those in the developing world, can establish and sustain effective aviation safety oversight systems on its own. It is in recognition of this reality that the EAC Development Strategy (2006-2010) places emphasis on developing a safe, secure and efficient air transport system through collaborative efforts. We recognise this reality because even developed economies are affected by unsafe and insecure aviation systems. In fact unsafe aviation system in one country can easily be exported to other countries or affect the safe operations of airlines from other States. For this reason, the EAC is seriously engaged in promoting measures to assure safe, secure and efficient air transport systems. The establishment of a regional safety and security oversight agency (CASSOA) attests to this collaborative development. And as the Tanzania Civil Aviation Director General has already observed, the EAC is now in the process of establishing other regional entities such as a unified upper flight information region (UFIR) as well as the liberalisation of air transport in line with the Yamoussoukro Decision.

**Honourable Minister,**

**Distinguished Delegates,**

It is the earnest hope of the East African Community that CASSOA will grow to become an important player in enhancing a safe and secure civil aviation industry within our region.

Indeed, the EAC and the Partner States are committed to create the supporting infrastructure and the conducive environment for air operators to invest and operate in safely. We realise that in the era of globalisation, States and airlines must not only be safe. They must also demonstrate positive actions geared at maintenance of safety standards if they are to be competitive, attract investments and access markets around the globe. These challenges of safety, competition, attracting investments and bolstering market access have to be put in focus on a continuous basis. This is imperative because as it is, our region is confronted by a number of challenges that could affect the regional aviation industry in ensuring safety, security and efficiency. There are four challenges that come to mind. These may not be exhaustive. I hope this workshop will address itself to these and other challenges.

**First** is the issue of availability of qualified personnel both for the industry and the CAAs. I have been informed that this is a problem worldwide. But because of it, there is much ‘poaching’ going on for the few available experts. This problem requires short term and long term solutions. In the long term, stakeholders need to work towards ensuring that our youth become participants in the industry by taking training courses relevant to this field of civil aviation.

**Second** is the issue of infrastructure. It is infrastructure that embraces equipment used by air operators such as aircraft and airport facilities covering air navigation facilities, runways as well as other important facilities for safe operation of air transport. Some of our airlines operate old technology aircraft which they find challenging in ensuring

airworthiness, reduction in operating costs and realising ‘profit margins’ required by their Boards of Directors. In a global environment where oil prices are going through the roof, these factors are critical in ensuring that airlines continue to be profitable.

Likewise, maintaining the airports infrastructure, which is still mainly operated by the Governments, in acceptable conditions, is a challenge. This is so because infrastructure requires huge investments that are usually unavailable from public funding. In recognition of this dilemma, some of the EAC Partner States have taken on board or are considering the public-private partnership approach in which some of her airports are or will be concessioned to private operators. Further, at the regional level, and in coordination with the Partner States, we have developed a project that has identified airports within our region that require improvement in the short term. These airports do particularly support tourism, humanitarian and evacuation activities and the typically commercial operations. The purpose is to develop these airports so that they can support the expected growth of aviation as liberalisation of the sector intensifies.

**Third,** although the East African Community region is relatively safe in terms of major scheduled air operators as compared to other parts of the African Continent, the region faces some challenges in the general aviation and light aircraft operations. Analyses indicate that these challenges relate to occurrences that involve either loss of situational awareness or weather related and leading to controlled flight into terrain. In this light, the EAC region has been looking

into adopting the new ADS-B technology similar to the one used in Alaska, USA.

**Fourth**, and as you may be aware, since July 2007, the East African Community has expanded to include the new Partner States of Burundi and Rwanda. As in many other areas, these new members have to be fast-tracked to embrace EAC aviation programmes including the harmonisation of Regulations and applicable technical guidance materials so that they are on an even level with the three founder Partner States. CASSOA is seized of this challenge.

**Honourable Minister,**

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Finally, I have every confidence that this gathering of aviation stakeholders offers a unique opportunity to advise the next level performance for the aviation industry in our region. Your partnership and cooperation is fundamental in making us achieve safer, secure and efficient air transport. Our integration into the global air transport marketplace crucially hinges on this synergy. The presence of representatives from the international aviation community at this Workshop adds value to our quest to achieve such goals.

Before I end my remarks, may I thank you all for participating in this workshop. I wish to thank in particular the facilitators and co-facilitators and all those that worked behind the scenes to make this Workshop possible. Special appreciation goes to the US Government through their Safe Skies Initiative Programme, for extending to us technical

support for the harmonisation of Regulations and for the establishment of CASSOA. I should not forget to mention support of the European Union. The EU has supported and continues to support the Community in many areas of infrastructure development.

It is now my honour and pleasure to invite the Honourable Minister Dr. Shukuru Kawambwa to give his keynote address and declare the Global Aviation Safety Roadmap Workshop open.

**Karibu Mheshimiwa**