



CANSO LATIN AMERICA AND CARIBBEAN CONFERENCE 2017

As it is unquestionable in Aviation Industry, ANSPs – Air Navigation Service Providers are among the main stakeholders to guarantee safety and efficient operations in our Industry.

They allow the necessary conditions to improve connectivity in many hubs, through an optimized air traffic flow and accessibility to the most challenging airports. The modern technology and recent engineering resources are fundamental to this achievement and this approach permits airlines to connect people safely and with the essential requirements for a sustainable industry growth.

ICAO recognized the need for modernization and Aviation System Block Upgrades – ASBU is the framework created for global harmonization and it will be fully discussed by specialists of this matter in the next segment. We are looking forward this methodology could permit the increase in air navigation capacity in the region to attend the specific infrastructure needs.

In that sense, I would like to highlight, among others ANSPs in the region, the strong participation of DECEA with significant improvements for our Operations:

Performance Based Navigation in the South of Brazil has been recently implemented, we do expect optimised routes on main terminal areas (TMA) like Porto Alegre, Florianopolis and Curitiba.

Its major change took a challenge to the whole industry. It comprised the extension of a territory as big as Mexico and the implementation was successful through the only way possible, a joint effort of all stakeholders, in a Collaborative Decision Making, CDM.

RNP – AR approaches, were initiated in Santos Dumont airport – SDU and we have here a good example of collaboration and partnership. DECEA, GOL and other technology service providers worked together for years. We have planned, designed, tested and flown these moderns approaches using satellites constellations and, after been certified by ANAC, we finally full implemented them, granting full accessibility for that challenging airport, just before the Olympic Games last year.

We recently signed a MoU for the implementation of A-CDM in Brazil, starting with GRU Airport, DECEA and other airlines. GOL is very supportive for this initiative, since we have been adopting this model as a partner with airport operators in many of our hubs, including EZE in Argentina with *Aeropuertos 2000*, for more than two years, with remarkable improvements for our clients. The inclusion of DECEA brings to the scenario, contemplate the successful experience of the EUROCONTROL, and it will close the system loop, aiming the control gate to gate for a better efficiency on industry On Time Performance – OTP.

We do believe that the collaboration extension for the stakeholders of any Air Traffic Management and services goes beyond the CDM and evolves to the information shared, to feed the whole system, from the perspective of every system component. We endorse this approach and put all our staff available for developing business intelligence common models, utilizing all the recent tools available, like machine learning. The evidence of success is the experience we have in our Safety Management Systems and information sharing in the region which is strongly contributing for the Safety record in the region. The ICAO Regional Aviation Safety Group – PA (Pan American) and Brazilian Commercial Aviation Safety Team - BCAST are already examples and bench mark for many other countries for a performance based Safety and Excellency.

New technologies are here to help us winning our challenges. We know, for instance, that São Paulo TMA (terminal area) complete restructuring is in pace and these improvements, together with the PBN Southeast block completion, will bring RNP approaches implemented on the busiest TMA in Brazil, increasing efficacy and efficiency to the whole business. This is the right way to heading growth at a sustainable rate. We are willing for that and we will achieve it together, for a long and sustainable aviation growth.