MEAUSE Annual Workshop Forum 2016
Post-Event Report
Conference Overview

MEAUSE, the ‘Middle East ANSP, Airspace User and Stakeholder Engagement’ initiative was created in 2010. To date it is the only formal platform in the Middle East which offers all stakeholders (States, civil and military airspace users, ANSPs, airports, suppliers, academies) and the public the opportunity to address and discuss joint solutions for all those topics that require a multi-stakeholder approach.

Based on the agreement below that was reached at the end of the 1st MEAUSE Annual Workshop Forum in February 2015:

All participants welcomed the new MEAUSE event format and strongly supported the proposed main conclusion to:

- Combine efforts to get all other stakeholder associations and organisations to join MEAUSE
- Maintain the regional all-stakeholder direction, but also consider offering national customer relationship management workshops inviting all stakeholders (see CARC example)
- Send a survey before the next regional Annual Workshop Forum asking stakeholders to suggest topics for the discussion of regional multi-stakeholder solutions

and true to the principle that ‘ICAO is about the what, CANSO is about the how’, the interactive sessions of the 2nd MEAUSE Annual Workshop Forum addressed the following current and future Middle East (multi-stakeholder) priorities:

- Air Traffic Flow Management and Collaborative Decision Making (ATFM /CDM)
- Loss of Control in Flight – LOC-I
- Drones: Challenges and Opportunities
- Remote Tower Control (RTC)
The feedback of the 64 participants at the second Forum in April 2016 (three airlines, seven ANSPs, three airports, four international organisation (IATA, ICAO, CANSO, IFATCA), seven suppliers), was very positive. They confirmed the MEAUSE agreement to continue with the multi-stakeholder workshop-expertise-level format. They considered this the most effective way to raise awareness for Middle East priorities, to share examples and lessons-learned, to avoid duplication of efforts and to support ICAO in the timely implementation of regional solutions.

In order to be even more successful, participants suggested to
— Invite all Middle East aviation associations to support these events
— Encourage all ANSPs and airlines to attend
— Ask the States to invite the military airspace users
— Consider to offer follow-up workshops and seminars to facilitate regional awareness

Gudrun Held, DFS Deutsche Flugsicherung, MEAUSE Chair and Hanan Qabartai, CANSO Director Middle East Affairs, would like to thank all speakers, moderators and participants for joining us in Cairo. Their excellent contributions and great support made it possible to hold another successful MEAUSE event. We also want to thank His Excellency Mr. Ehab Azmi, CEO of NANSC Egypt and all the NANSC colleagues for welcoming us in Cairo and for hosting the event.
Welcome and Opening Remarks

His Excellency Ehab Azmi, CEO of NANSC Egypt, welcomed the participants and wished them a fruitful and interactive event. He stressed the importance of stakeholder collaboration, which, in his opinion, was pivotal to achieving regional solutions. He confirmed the ongoing support of NANSC for MEAUSE.

Mr. Mohamed Smaoui, Deputy Regional Director ICAO MID Office, Cairo, stated that cooperation between all partners was important and seen as a method of complementing each other’s visions and goals. He stated that the expected increase in air traffic volumes in the Middle East, which was estimated to reach approximately 2.34 million departures in 2025, placed increasing demand on airspace capacity, necessitating an optimum utilisation of the available airspace and airports. He stressed that air traffic management (ATM) modernisation, through renovation of systems, processes and equipment, where needed, had to be cost effective, environmentally responsible, and in line with global initiatives and regional priorities. Full utilisation of scarce airspace was key. Therefore, it was essential to implement operational concepts, which support airspace optimisation and availability (e.g. flexible use of airspace (FUA) and performance-based navigation (PBN)) and work towards harmonisation, integration and collaboration among aviation stakeholders to realise the full potential of national projects in air and ground infrastructure.

Mr. Smaoui presented a comprehensive overview of MAEP (Middle East Airspace Enhancement Programme) as well as the MID safety strategy that was developed under the Middle East Regional Aviation Safety Group (RASG-MID) framework.

Mr. Mohamed Abbas, Chairman Assistant for Egyptian Holding Company for Airports and ANS (EHCAA), welcomed the participants and thanked ICAO for supporting the MEAUSE event. He said that EHCAA highly appreciated CANSO’s efforts in leading and implementing initiatives that aim to improve safety, operations and policy and CANSO’s strategy to work with industry stakeholders and States to transform ATM performance in their regions. In his opinion, the event offered an excellent opportunity for participants to take part in the safety debate, share best practice and help shape CANSO’s safety initiatives, by using this opportunity to build their own policies and procedures to face the fast growth of traffic in the Middle East region aiming to ensure safe skies. The Middle East is expected to have world’s highest rate of air traffic growth. He stated that, as a region, the Middle East is leading the world with passenger demand, which is expected to increase by 4.6 per cent annually for the next two decades. He stated that countries in the Middle East must expand cooperation in the area of air traffic management and improve safety. He stressed that, as the region is expected to lead aviation growth, it was crucial to speed up regional cooperation to overcome fragmented airspace structures and to ensure efficient infrastructure. He also called for more collaboration between military and civilian operations and the implementation of flexible use of airspace. He presented an ambitious plan for how EHCAA planned to deal with the expected growth in air traffic and highlighted issues that he considered of paramount importance for the aviation industry.

George Rhodes, Assistant Director, Safety and Flight Operations, Infrastructure Middle East & Africa, IATA, thanked the host NANSC of Egypt, and congratulated CANSO for making this event possible. He shared the IATA vision – which reflects and represents IATA’s mandate by the airline industry “To be the force for value creation and innovation, driving a safe, secure and profitable air transport industry that sustainably connects and enriches our world.” He stressed the importance of safety which is priority number one for all organisations and called on them to act as one body. He described the deep involvement of IATA with the safety issues addressed under the RASG MID and other similar IATA activities. George highlighted the value of aviation and the need for innovation and creation to drive a secure and profitable air transport industry. He also called for collaboration to overcome the obstacles and challenges we all face and have to resolve.
Hanan Qabartai, CANSO Director Middle East Affairs, started her speech with a retrospective glance at the history of MEAUSE, which was still the only official stakeholder engagement platform in the Middle East. It was important to look into the past – but it is even more important to look into the future and to be prepared to shape our own future. After sharing an overview of CANSO’s global and regional initiatives, Ms. Qabartai presented a comprehensive introduction to the sessions.

On behalf of CANSO, Ms. Qabartai thanked NANSC Egypt for hosting the event as well as all speakers, moderators and participants, who represent the entire aviation value chain, for their support.
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Session 1: Air Traffic Flow Management / Collaborative Decision Making (ATFM / CDM)

Alessandro Ghilari, Head of International Regulation and Policy ENAV S.p.A, introduced the panel, recalling what was stated by participants in the introductory panel: high traffic growth in the Middle East region in the next decades; the strong need to ensure safety and the long term sustainability of aviation; and the importance of cooperation of all stakeholders and institutions in the region. All these key principles directly address the subject of the session: ATFM and CDM.

The objectives of the session were to have a common and comprehensive understanding on the ATFM and CDM concepts, the rules, systems and enablers for implementation as well as define concrete steps that can be put in place in the region, responding to airspace users’ and ANSPs’ needs, taking into consideration the global and regional regulatory framework and benefiting from the lessons learnt and examples available in the world.

Elie El Khoury, Regional Officer ATM/SAR, Middle East Office, ICAO, presented the ICAO perspective, the ICAO provisions and documents as well as the link to the Aviation System Block Upgrades (ASBU). He provided information on the ATFM-related activities that are in place in the region. He stressed in particular that ATFM is a key priority of ICAO at the global level as well as in the Middle East region. ICAO had launched a survey and 12 States had responded, providing the information that some initial steps have been put in place, although there was no plan for a regional system to be created.

George Rhodes presented the IATA perspective, how ATFM and CDM are perceived by airspace users, what the needs are and how stakeholders should cooperate for success. A centralised approach should be developed, covering the gate-to-gate dimension. Collaboration and cooperation was a key prerequisite. The first step should be the definition of capacity by States in the region. There are a lot of examples in the world that can be used for implementation activities.

Gudrun Held described the ATFM/CDM environment in Europe and the experience of DFS. How ATFM/CDM works, its objectives and principles, the key features of ATFM/CDM and a number of effective and proven ATFM/CDM tools. It is structured in phases, addressing the strategic, pre-tactical, tactical and post-operations analysis, providing measures to balance capacity and demand at all times, delivering benefits in terms of safety, efficiency, fuel burn and CO$_2$ emissions as well as workload for pilots and ATCOs.

On behalf of John McKenzie, Director - Europe, Middle East & Africa, Airways New Zealand, Alessandro Ghilari provided some information on the programme started in 2000 by Airways New Zealand. It took several steps to achieve today’s system called collaborative flow management (CFM) where both airspace users and the ANSP play an active role, sharing the same display. The collaborative approach delivers very good results.

All speakers stressed the fact that a key prerequisite for the functioning of ATFM is the availability of data related to flights (flight plans, trajectory prediction). In this framework Peter Norbjerg, Regional Director, Europe, Aireon and Chief Advisor, International Strategies, Naviair introduced the capabilities of Aireon that very soon will provide surveillance data on all ADS-B equipped aircraft worldwide, received from satellites. Accurate and real time surveillance data can play a crucial role for ATFM, at the national level as well as at the regional and inter-regional level. In fact, surveillance data will be available for all flights and made available to all aviation stakeholders. These surveillance data can be used to compute aircraft trajectories well in advance of the aircraft arrival in a given airspace in which traffic congestion might occur. This ability will make it possible to install timely delay measures (speed restrictions etc.).
Hanan Qabartai presented what CANSO is doing in the area of ATFM and CDM, through its global groups and events. This also includes the creation of Regional Implementation Groups.

During the ensuing discussion, the participants concluded that ATFM is a key priority for the region. As has been already decided by States in the framework of ICAO at the global and regional level, concrete steps should be put in place to speed up implementation activities and to promote cooperation of stakeholders to take a regional approach.

Against this backdrop, it was recalled by ICAO that ATFM is already part of the MAEP Work Programme. The MAEP meeting that will take place on 11-13 April 2016, in Cairo will be a good opportunity to discuss the important ideas that were discussed in this MEAUSE event and also to agree measures to coordinate the initiatives that are already going on in the Middle East region (e.g. in United Arab Emirates, Saudi Arabia, Iran).
Session 2: Loss of Control in Flight (LOC-I)

Capt. Hussein Muannaki, Flight Operations SMS Coordinator, Middle East Airlines, gave an airline view on causal factors leading to LOC-I events and provided the workshop on ways that airlines approach this crucial safety concern including:

- Enhanced simulator training
- Adherence to standard operating procedures and regular review
- Aircraft manufacturer bulletins

IATA provided an actual Airbus simulation video that involved a LOC-I event that demonstrated that such events can occur without notice or advanced warning.

IATA provided the regional and global LOC-I statistics as collected through the IATA Global Aviation Databases.

IATA presented the RASG-MID Safety Enhancement Initiative and the Detailed Implementation Plans relating to LOC-I.
Opening Day 2: What is keeping you awake at night?

Hanan Qabartai and Gudrun Held asked the workshop participants to share their thoughts on ‘what keeps them awake at night’ and ‘what should be done to keep them from staying awake’. Focusing on the latter, some of the recommendations and comments are summarised below:

— The workshop programme addressed so-called ‘Middle East hot topics’, in short- current and future priorities in the Middle East. All ANSPs in the region (and probably the northern part of Africa) should have participated to benefit from the excellent presentations, lessons-learned examples and interactive discussions. If CANSO can bring more regional ANSPs to the next workshop – that would stop me from staying awake at night.
— Only if all stakeholders understand that they need to work together for the benefit of the Middle East region and stop acting in ‘silos’ – that would stop me from staying awake at night.
— “ICAO is about the what; CANSO is about the how”. If CANSO (in collaboration with other stakeholders) continues to organise awareness campaigns (workshops / seminars) to facilitate the implementation of ICAO plans – that would stop me from staying awake at night.
— Other stakeholder organisations and their members should join and attend future events and workshops to ensure a holistic and collaborative approach of all members of the aviation value-chain – that would stop me from staying awake at night.
— If military airspace users attended these workshops to discuss concepts like FUA – that would stop me from staying awake at night.
— If the participants and regional stakeholders could jointly agree on further milestones and action items – that would keep me from staying awake at night.

During the interactive discussion, the workshop participants agreed that expert-level multi-stakeholder workshops like the Annual Forum were the right approach

— To raise awareness for the effective implementation of e.g. ATFM / CDM (currents subjects) by taking a holistic and collaborative approach
— To get prepared for imminent and future priorities (like drones and RTC)
— To share experience, lessons-learned and examples
— To, if possible, agree joint actions to ensure that all activities are complementary and result in tangible benefits for regional stakeholders and their customers
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Session 3: Drones: Opportunities and Challenges

Elie El Khoury, Regional Officer ATM/SAR, Middle East Office, ICAO, introduced the session on drones. The session addressed the ICAO, ANSP and airlines’ aspects highlighting the efforts carried out at the global and national level to integrate the remotely piloted aircraft systems (RPAS) safely into non-segregated airspace.

Elie El Khoury also provided an overview of the latest developments related to RPAS. ICAO established the RPAS Panel in 2014, composed of representatives from all stakeholders. Its objective is to develop Standards and Recommended Practices (SARPs), procedures and guidance to facilitate safe, secure and efficient integration of RPAS into non-segregated airspace and aerodromes, maintaining the existing level of safety for manned aviation, with a focus on IFR operations in controlled airspace (18 ICAO annexes out of 19 will be amended). The first set of provisions related to personnel licensing will be released in 2018. He informed that small drones were added to the ICAO work programme.

At the regional level, ICAO is addressing RPAS under the framework of the MIDANPIRG ATM Sub-Group and the RASG-MID. States were encouraged to:

— Use the guidance material related to RPAS provided in the ICAO Doc 10019 and the information available on the RPAS webpage
— Consider the developments related to RPAS, and take necessary measures to amend the relevant civil aviation regulations and procedures in a timely manner, to ensure safe integration of RPAS into non-segregated airspace
— Attend the RPAS Workshop that will be held by ICAO, the first one will be the RPAS and Remote ATS Symposium (Stockholm, Sweden, 9-10 May 2016).
— Report any safety occurrence related to RPAS operations to the ICAO MID Regional Office.

Hanan Qabartai (CANSO), after a brief on CANSO and its framework, presented the RPAS airspace integration challenges for ATM and ANSPs. ANSPs are still waiting for answers before being able to address clearly the integration of RPAS in non-segregated airspace. However, CANSO is working on an ANSP generic training material for RPAS that will serve as an introduction to many in the work force that have yet to actually talk to or work on RPAS. Additionally CANSO will shortly publish a position paper on RPAS. Hanan stressed that drones are creating additional challenges to airspace management from below, within, above, passing through and even undeliberate re-entries, and cannot be ignored or banned. CANSO will continue its contribution to the RPAS developments within the ICAO framework, Joint Authorities for Rulemaking Authorities (JARUS) Industry Stakeholder Consultation Board, etc., to present the ANSPs’ challenges and perspective.

The Airways New Zealand experience with RPAS was presented by Elie El Khoury on behalf of John McKenzie. The global commercial unmanned aerial vehicle (UAV) market is expected to reach US$ 2.07 billion by 2022. Details were provided about the Airshare online tool (Airways solution), highlighting its features and embed applications. Airshare is a single source of truth, providing a one stop shop for education, engagement and enabling technology solutions.

The website airshare.co.nz was developed to help UAV owners and operators understand their safety responsibilities as they fly their aircraft. Airshare provides information on how to operate UAVs safely, log flights, request access to controlled airspace, and view dynamic maps of airspace. Air traffic control also has access to the drone flights registered in and around their areas of responsibility. It is widely used by UAV businesses and recreational flyers, with almost 2,000 registrations since the service launched in 2014.
Gudrun Held (DFS) presented the proactive approach of DFS to developments in RPAS. DFS benefits from more than 50 years of experience in the provision of air navigation services in a very complex airspace, which DFS also brings to the field of RPAS. She highlighted that these new entrants came in many different sizes and categories. RPAS also posed new questions and demanded a rethink on a number of aviation related issues such as airspace, social aspects, performance and technology, the aviation value chain, risks and critical incidents. DFS is working on successful concepts to accommodate drones in the airspace through its collaborative efforts with all stakeholders involved in RPAS. The DFS approach is based on three main phases: research, consulting and implementation. In Germany the necessary legislation, regulations, procedures, guidance materials and training programmes are either in the process of being developed and implemented or have already been successfully put in place. DFS is planning to organise a RPAS conference at the end of 2016.

Radi Radi, Fleet Technical Manager, Royal Jordanian Airlines, presented the airline perspective related to RPAS from a safety, and security point of view. The IATA Operations Committee (OPC) is giving this issue priority, and will be working on it in conjunction with a focus on safety with ICAO, regulators, ANSPs, and airport communities to ensure that integration of RPAS into commercial airspace does not have a negative impact on airspace use. Arab Air Carriers Association (AACO) and other industry groups have also voiced concerns and supported positive engagement on RPAS.

Elie concluded that RPAS are coming, they cannot be ignored or banned, and their safe integration into airspace requires legislative and regulatory frameworks as well as education and awareness. The ATM industry needs to understand the unique opportunities and challenges that these users of rapidly developing new technology will bring.

All stakeholders (States, organisations, ANSPs, regulators, military, industry, etc.) should continue to work together collaboratively for the safe and efficient integration of RPAS, taking into consideration the complexity and capacity of the airspaces.
Session 4: Remote Control Towers (RCT)

Craig Partridge, Senior Business Development Manager, Bayanat Airports Engineering and Supplies LLC, introduced the session on remote towers, an innovative technology that is creating a paradigm in the provision of air traffic services. This was recognised and highlighted at the recent IHS Janes ATC awards. The technology award was presented to SAAB and LFV for the first operational approved remote tower service in the World.

The objectives of the session were:
- How can remote towers be implemented in the region and what benefits would this technology bring to ANSPs and other stakeholders?
- What are the standards required by civil aviation regulators and where / how has this been achieved to date?
- What are the roles of the regulator, ANSP and users and their respective role in the implementation process?
- How will remote towers technology impact operational procedures and what controller training is required?
- Where has this technology been installed and certified for operations?
- Can this technology be applied to large complex airports?

Medhat Abdelhazim, Director General of International Cooperation & Affairs, NANSC, presented the NANSC experience and in particular the decision to look for an alternative to a new control tower building in Hurghada Airport. This led to the decision to install cameras, the first step towards a remote tower solution. The regulator and military were involved in a collaborative process that resulted in a solution that was agreed by all parties. This process will be invaluable to NANSC as it explores the application of remote tower technology in the future.

Mikael Henriksson, Operational Project Lead Remote Tower Centre, Sweden, LFV presented the LFV experience, which resulted in the first operational approved remote tower service in the world. He emphasised the role played by operational ATCOs and the Swedish regulator in delivering a successful solution.

LFV conducted numerous safety cases, in accordance with ICAO Doc4444, EUROCAE and the Swedish regulator’s requirements. This experience is shared by LFV with ANSPs across the World that are interested in implementing this technology.

David Shomar, Vice President, Civil Security Middle East & North Africa Operations SAAB Sensis Corporation, presented the SAAB Digital Aerodrome Control Solution. He explained the technology used by SAAB, and emphasised that there is no difference between the service provision offered in a traditional air traffic control operations and the digital ones, other than that the ATCO is looking at a screen and not out of a window. He highlighted the benefits of the technology to ANSPs, stakeholders and users.

Francois-Xavier Richard, CNS/ATM Business Development, Thales, presented the Thales solution. He explained that the Thales solution is an expansion of its automation functionalities. The solution builds on a significant functional and operational overlap with the existing TopSky-ATC system, thereby reducing implementation costs to clients. Their solution is configurable from small heliports to large airports with functionality suited to each environment. Thales is working with two ANSPs and a partner on a SESAR validation project, which will result in an easy to adapt, complete and flexible solution.

The session concluded with numerous questions and debate between the audience and panel members. It was clear that this technology is the future and that further interaction and workshops should be a key focus area for CANSO.
CANSO Members

CANSO – the Civil Air Navigation Services Organisation – is the global voice of air traffic management (ATM) worldwide. CANSO Members support over 85% of world air traffic. Members share information and develop new policies, with the ultimate aim of improving air navigation services (ANS) on the ground and in the air.

CANSO represents its Members’ views to a wide range of aviation stakeholders, including the International Civil Aviation Organization, where it has official Observer status. CANSO has an extensive network of Associate Members drawn from across the aviation industry. For more information on joining CANSO, visit canso.org/join-canso

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