



Opening remarks of CANSO Director General, Jeff Poole, to the Global ATM Operations Conference in Madrid on 10 March 2016

Good morning everyone and welcome to the fourth CANSO Global ATM Operations Conference to be held here in Madrid. In preparing for this address, I thought it might be interesting to look back at my remarks to you in 2013, our first year here and three months after I was appointed.

Some things have not changed. Back then Teri Bristol was the CANSO Executive Committee Champion for Operations and was providing then the strong leadership of the CANSO ops community that she continues to do so effectively today. Her strong message in 2013 on the importance of partnership has borne fruit in the high level of cooperation we see today across a whole range of issues.

In 2013, I said that operations is at the heart of what CANSO does and pointed out that the people in the conference room were, in effect, CANSO. It is CANSO Members who do the vast majority of CANSO's successful work through the different workgroups and task forces. And having seen you all in action over the past three years and seeing what you actually deliver I am even more impressed today by your expertise, drive and commitment.

Back then I said that my aim was to ensure that CANSO would be an organisation that truly delivers. And through Vision 2020, our strategic framework for the ATM industry, along with its associated work plan, we have together delivered some great results. These are helping to add real value to CANSO Members and to transform global air traffic management (ATM) performance.

What has changed in the past three years is that we have grown in stature. Back then we aspired to be the global voice of ATM. Today we are indisputably that global voice with a seat at the top tables. And we speak with credibility and authority based on the many CANSO deliverables. We are the go-to organisation for air traffic management matters and are regularly involved and consulted by ICAO and by key governmental and industry stakeholders; not just at Director General level but across the regions in joint working groups on particular issues, working together on best practice, guides and publications and day to day in the way our air navigation service providers (ANSP) partner with airports and airlines.

The programme for this Conference reflects how far we have all come and the great and exciting work that the operations community is doing. The CANSO Global ATM Operations

Conference has become a key forum for sharing best practice and discussing new concepts with the aim of transforming global ATM performance.

The theme of the Conference this year is "Shaping Future ATM". We will examine the challenges we face now and in the future and discuss the technological, operational and collaborative solutions that will enable the industry to shape the future of ATM. In my remarks this morning, I would therefore like to focus on the future and, in particular, some of the exciting plans that the CANSO operations community will be delivering this year and further ahead to address the challenges of future airspace.

New entrants to airspace

One challenge is how best to deal with new non-traditional entrants to airspace. The Conference will explore how best to manage the airspace above 45,000 feet with the advent of many more space vehicles; how aircraft can safely co-exist with balloons and remotely piloted aircraft systems or RPAS. The latter has been a big focus for CANSO and the RPAS and Collaborative Airspace Workgroup is working with regulators and industry partners, particularly through the ICAO RPAS Panel on standards and regulations. Through the Panel we continue to call for a strong, performance-based international regulatory framework led by ICAO to ensure safe and efficient integration of RPAS into airspace. CANSO is also developing best practice and training materials for controllers. For example, the workgroup is in the process of drafting a RPAS integration training curriculum.

RPAS has been a key topic of discussions in recent weeks with the top levels of EASA, FAA, IATA, ACI, CANSO, IFATCA, IFALPA and the likes of Amazon and Google. I am keen to ensure that CANSO plays a leadership role with these key partners in developing a clear strategic, globally harmonised way forward on RPAS.

I have already discussed with those mentioned above that we can and should develop urgently a strategic framework of key principles within which we all commit to work. For example, we should use operating envelopes and technology to 'regulate' RPAS within a performance-based regulatory approach rather than reverting to the normal prescriptive type of regulations. Safety is the industry's number one priority and we need to get this right to ensure the safety of all airspace users.

FIR Boundary Crossing

Improving the efficiency of airspace is one of our key priorities and this goal is reflected in conference sessions on developing a long term vision for PBN implementation; how metrics can be used to measure and improve operational performance; and the third stage of our FIR boundary crossing project.

CANSO research and analysis concluded that crossing FIR boundaries is impacted by disparities in: separation standards; procedures in filing flight-plans; air traffic flow management measures; pilot-to-controller and controller-to-controller communication capabilities; lack of automated connectivity between adjacent ANSP facilities; and inconsistent airspace configurations and designations.

Last year we published a best practice guide that would help to mitigate two of these impediments to the crossing of FIR boundaries: the quality of flight plans and flight plan filing processes; and the transition of aircraft between surveillance and non-surveillance airspace.

CANSO is now producing a guidance document - *Flight Information Region Automation Interface: Best Practice Guide for ANSPs*. This Guide focuses on improving the coordination of flight plan data across FIR boundaries by utilising automated methods and establishing best practices that will help ANSPs deliver services seamlessly across FIR boundaries. The Guide will facilitate the reduction, or elimination, of factors that contribute to operational inefficiencies, and the loss of required separation standards as aircraft cross FIR boundaries.

Resolving the problems surrounding crossing FIR Boundaries was identified by delegates at my first CANSO Global ATM Operations Conference three years ago as a priority and I am pleased with the good progress so far. This next stage will help us advance our goal of seamless airspace globally and continues to be a high priority for the operations community.

Performance Based Navigation

I want to turn now to PBN, which is the highest air navigation priority of ICAO and a key Vision 2020 deliverable. This time last year we launched the *CANSO Performance Based Navigation Best Practice Guide for ANSPs*. This has added value to Members by providing practical guidance for ANSPs implementing PBN in the terminal and approach environment.

We are now looking at PBN in the longer term and the PBN Sub Group is working with IATA to develop the *Performance Based Navigation (PBN) Vision for 2030*. This will provide ANSPs with a projected state of PBN operations in 2030. It will help in coordinating investment opportunities and potential improvements in infrastructure to realise operational cost benefits.

The PBN Vision will also help align industry standards through organisations such as ICAO, RTCA, and EUROCAE. Again, this will make a major contribution towards transforming global ATM performance and enables us to think ahead, anticipating problems and preparing for the future.

New technologies to transform global ATM performance

New technologies are perhaps our best means to transform global ATM performance. Remote and smart towers enhance our capability to provide safe and efficient air traffic services. Space-based ADS-B will transform the industry's surveillance capabilities, particularly in remote areas not currently covered. And improved aeronautical information systems will enable ANSPs to safely handle the growth in air traffic.

Remote Towers

At last year's Conference I talked about the remote tower that had recently gone operational in Sweden. Since then, we have had time to analyse the first year of operations and I am pleased that it has proved to be such a success. This is a new technology so we have the

opportunity to shape its development in the areas of safety, operational effectiveness, standards and regulations, and the impact on air traffic controllers.

On regulation, we argue that ICAO allows for the development of remote towers in the Global Air Navigation Plan. But thus far we are only seeing single airport operations. When looking at multiple operations, we believe that if further regulation is needed, it must be performance based.

Importantly, in Sweden and in other countries developing remote towers, ATCOs have been closely involved. And the good news from Sweden is that ATCOs report that the training is easier than expected; they say that it is easy to grasp the new system; they have adapted well to the 360 degree view being presented in 225 degrees; depth of sight has not been a problem; and overall they quickly built confidence and trust in the system.

These are early days for remote towers but many ANSPs are developing their own systems. Remote towers offer huge possibilities, particularly in enabling ATS at remote airports and keeping those airports viable though the costs savings made. We have made a good start and I suspect that we will see this technology transform the provision of air traffic services. My personal view is that remote towers are only the 'tip of the iceberg' of what is really digitisation and automation that will change fundamentally how we deliver many air traffic services.

Surveillance

Another exciting new technology is the advent of space based ADS-B for surveillance. Tomorrow, the Conference will be looking at surveillance and in particular the draft *ANSP Guidelines for Implementing ATS Surveillance Services Using Space-Based ADS-B* that we will publish shortly. This document will assist ANSPs identify where ground-based surveillance could be complemented by using space-based ADS-B or where ATS surveillance services could be introduced. It provides an overview of the technical capabilities and requirements associated with providing ATS surveillance services; guidance for linking space-based ADS B implementation to enabling or facilitating the implementation of ASBU advances; and business case development, including lists of potential benefits for both ANSPs and aircraft operators from the implementation of space-based ADS-B.

Space based ADS-B will be a game changer and will transform the ability to track aircraft, which is particularly relevant in the week that we mark the sad second anniversary of the loss of Flight MH370.

Airport Collaborative Decision Making

All of these new developments and technologies highlight the importance of partnership and tomorrow the Conference will focus on the importance of working with ICAO and industry partners to drive forward our vision to transform global ATM performance. We will also discuss proposals to enhance airport collaborative decision making (A-CDM) and get your feedback on CANSO's proposed guidance on A-CDM.

The A-CDM Sub Group is drafting *Airport Collaborative Decision Making* which will offer introductory guidance to Airport-CDM. It addresses the current challenges facing ANSPs and

airport stakeholders and sets out how A-CDM can help to resolve some of these challenges. A-CDM applies to all airports irrespective of size; it supports landside, airside and en-route operations; and enhances forward planning and tactical decision making. The document will include a series of case studies from all sizes of airports across all continents to illustrate the different aspects of A-CDM.

Air Traffic Flow Management

A-CDM is closely aligned with air traffic flow management (ATFM) and we are taking steps, following this Conference to establish a CDM Workgroup to support the goal of seamless airspace globally. The focus will be to develop a common regional ATFM framework for the harmonised implementation of networked, interoperable, multi-FIR, multi-State, cross-boundary collaborative ATFM capability. This requires coordination with stakeholders such as ICAO, IATA and through the CANSO Region Directors. The project will begin in the Latin America and Caribbean Region with the Caribbean Multi-Nodal project.

Conclusion

I started by looking back at the CANSO Global ATM Operations Conference of three years ago. As the CANSO operations community, you have achieved much since then. But my purpose this morning has been to look into the future and touch on just some examples of the plans we have to achieve our goals together. You will be discussing these and other areas that I have not had time to mention over these two days in more detail; and you will help shape future ATM and transform global ATM performance.

Thank you and best wishes for a successful Conference.