



Remarks of CANSO Director General, Jeff Poole, to the joint opening session of the CANSO Latin America and Caribbean Conference and the CANSO Global ATM Safety Conference, in Punta Cana, Dominican Republic on 19 October 2015

Good morning everyone and welcome to Punta Cana for two important CANSO events: the 7th annual CANSO Latin America and Caribbean Conference; and the CANSO Global ATM Safety Conference.

We are very privileged to welcome four important guests this morning: Hon. Dr. Alejandro Herrera, Director General of IDAC; Hon. Mr. Marino Collante, Director General of AirPort Authority; Hon. Major General Rubén Paulino Sen, Director General of Immigration; and Hon. Brigade General Aracenis Castillo, Director General of CESAC.

Dominican Republic is one of the main tourist destinations in the Caribbean. With increasing numbers of visitors coming to the island, safely managing the increase in air traffic is a top priority for its air navigation service provider (ANSP), Instituto Dominicano de Aviación Civil (IDAC). I would like to thank IDAC for being such an excellent host for these two key conferences. I would also like to thank our sponsors and exhibitors.

Running the two conferences in parallel is part of my desire to make CANSO events more efficient by grouping them together to save on travel costs and time of Members; and to enable them to take advantage of more than one event. And it also increases understanding between the different CANSO communities. This is a great opportunity for the CANSO safety community and the Latin America and Caribbean region to network, exchange ideas and learn about what each other is doing.

This is an exciting region for aviation. With air traffic in Latin America growing over 7% a year and growing over 8% in the Caribbean compared to the world average of around 6%, the task of air traffic management (ATM) is to handle this growth and provide a safe, efficient and seamless airspace for airspace users. Key to this is harmonisation of airspace.

Harmonisation of airspace

CANSO's goal is to enable aircraft to navigate seamlessly across the world, across regions, across national borders and flight information regions (FIR), selecting the most efficient routes. There are many challenges to be overcome before we can achieve this in the Latin America and Caribbean region: airspace is fragmented; standards and protocols vary from State to State; and there is not enough sharing of data.

But there are a number of steps we can take to achieve greater harmonisation of airspace in the region, including: breaking down national barriers; cooperating across the aviation value chain through collaborative decision making; implementing air traffic flow management; implementing performance-based navigation (PBN); amongst others.

Aviation truly transcends national boundaries so air space needs to be organised and air navigation services need to be delivered in line with the operational requirements of airspace users rather than according to national borders. States can delegate service provision to other States and/or designate a service provider to provide service coverage for a larger airspace. This does not, in any way, diminish a State's sovereignty over its airspace. Rather, this delegation is a responsible and effective use of sovereignty that improves efficiency.

The key to achieving this is effective cooperation across all stakeholders. Airport collaborative decision-making (A-CDM) ensures all elements of the value chain cooperate to improve ATM system performance by sharing data and information to improve communication among all stakeholders for coordinated actions.

For example, last month CANSO and industry partners held a A-CDM workshop for stakeholders involved in the city pair initiative between Panama City and Costa Rica. We hope for a similar successful outcome in the next workshop that will bring together stakeholders in the flights between other city pairs in the region.

Another important step towards achieving our vision of seamless airspace is to break down the barriers to efficient regional traffic flows. Implementation of air traffic flow management systems optimises traffic flow in busy periods. For example, CANSO is working with industry partners on the Caribbean Airspace restructuring project. This initially focusing on traffic flows through seven FIRs.

This and other air space restructuring projects will be helped by the implementation of PBN. Implementing PBN will ensure a uniform standard of separation since the aircraft equipage determines the applicable spacing of aircraft rather than ground-based equipment.

We also need to ensure that all stakeholders can communicate with each other in real time. By using a common encoding language, each ANSP can receive and send real time air traffic data in the form of surveillance and flight progress reports to make informed air traffic control decisions.

Here, Trinidad and Tobago is leading the way. In 2012 it transitioned to an automated ATM system and has produced a draft PBN redesign concept. IDAC is also leading and is to be congratulated on being very close to fully implementing PBN procedures within its airspace. But although PBN is the first operational priority of ICAO, the region is still lagging in its agreed PBN implementation goals overall.

We have also been working to harmonise the procedures and situational awareness associated with crossing FIR boundaries. CANSO has now released two best practice guides designed for neighbouring ANSPs to work with each other to harmonise standards and procedures in adjacent FIRs, particularly where automation systems do not interface, and where there are quality issues with flight plans as well as duplicate flight plans.

Role of States

We also look to States to work together, under the leadership of ICAO at the regional level, to break down these barriers to enhancing capacity and efficiency. In addition, States need to invest in infrastructure, particularly ATM infrastructure, as this will improve the efficiency of the entire aviation system. We are therefore asking for the strong support of our industry partners, including airlines and airports but also the travel and tourism industry, to make sure governments get the message that investment in ATM infrastructure will benefit not just the aviation industry but bring significant economic and social benefits as well.

Safety

All of the operational measures I have talked about also enhance safety, our number one priority. This region has taken full advantage of the expertise and training offered by CANSO to further improve safety in the region through workshops on the implementation of safety management systems and runway safety and through sharing of best practice through publications such as the *CANSO Safety Management System Implementation Guide*, the *Common Safety method on Risk Evaluation and Assessment for ANSPs* and the *CANSO Safety Benchmarking Reports*.

We have also worked with our industry partners on safety in the region. For example, at the Regional Aviation Safety Group-Pan America Safety Summit held in Colombia in June, CANSO briefed participants on unstable approaches as well as providing a PBN workshop concentrating on safety based on the five key issues highlighted in CANSO's *Performance Based Navigation Best Practice Guide for ANSPs*.

We have made important contributions to the work of the Caribbean Safety and Security Oversight Board (CASSOS) as well as to the ICAO Central American Directors of Civil Aviation meetings. It is therefore appropriate that the regional conference and the global safety conference should be held in the same week, allowing for cross fertilisation between the two groups.

The safety conference will be discussing and making decisions on important issues such as: developing proposals on the *CANSO Standard of Excellence in Air Navigation Services – Safety* to assess and demonstrate the safety management system maturity levels of CANSO Member ANSPs; the role of human performance measurement in CANSO's safety programme; how to safely incorporate remotely piloted aircraft into airspace; as well as further initiatives to improve runway safety.

The theme of this regional conference is "Preparing for a New Age of Air Navigation Service Provision" and as well as the key issues of harmonisation and safety, the conference sessions and workshops will also cover: how to safely incorporate remotely piloted aircraft systems into airspace; how to counter the threat of cyber-attacks; practical advice on implementing the ICAO Aviation System Block Upgrades (ASBU) in both State and regional air navigation plans; and a workshop on airport collaborative decision-making and air traffic flow management.

Conclusion

In conclusion, the Latin America and Caribbean Conference highlights the importance of our industry acting now to prepare for the challenges of the future, so it can cater for the growth in air traffic and fully realise the economic and social benefits of aviation. We need to step up the pace on harmonising airspace through: breaking down barriers to regional traffic flows; implementing regional airspace restructuring projects; and ensuring that sovereignty need not be a barrier. We should work towards harmonising standards for separation and for crossing FIR boundaries.

States must play their part by breaking down barriers to improve capacity and efficiency; and investing in ATM infrastructure.

The Global ATM Safety Conference will focus on CANSO's number one priority – improving safety performance. The conference demonstrates that we continue to lead the industry with further improvements in safety in air traffic management, while also providing practical assistance to CANSO Members that are at various stages of implementing safety management systems.

I look forward to seeing clearly defined outcomes from both conferences. Best wishes to you all for two successful and interlinked conferences. Thank you.