



Remarks of CANSO Director General, Jeff Poole, at the IATA Ops Conference in Los Angeles, 14 April 2015

The future for ATM

Thank you for the opportunity to once again address you at this important IATA Ops Conference. This can be seen as a 'return match' since last month Kevin Hiatt, along with Rob Eagles, played a key role in Madrid at the CANSO CEO Conference, World ATM Congress and the CANSO Global ATM Operations Conference. Thank you Kevin, for your important contributions on behalf of IATA and airlines, which were well noted by CANSO and its Members.

I will focus my remarks this morning on the two Ps – Performance and Partnership. In short: a clear vision is essential to drive the required performance: but we need to also drive and control our own destiny, which means harnessing and taking advantage of significant advances in technology; and we can only do that by strengthening and extending the good partnerships that we have today.

CANSO's aim is to transform global ATM performance. I say this often but what does it actually mean? What will transformation look like for airlines? From the point of view of a plane flying from A to B: it will fly the most optimal route, taking into account weather and winds; it will not notice when it crosses invisible national borders or FIR boundaries; it will fly across areas formerly reserved just for military use; the crew will have access to the most up to date information via data communications; A-CDM and ATFM will cut delays down to the minimum; and techniques such as PBN, CDO and CCO will be the norm.

Secondly, what will transformation look like for those who manage airspace? Airspace will be organised according to the operational requirements of airspace users rather than national borders, with far larger, operationally logical airspace blocks. The one-per-State ANSPs will be challenged and maybe even replaced by providers delivering a range of services across the globe, able to operate as normal businesses, in competition with each other and possibly even privatised. We will see great advances in technology e.g. automation, remote towers, and satellite systems replacing radar. Air traffic flow management and airport collaborative decision-making will have reduced congestion and helped to increase capacity. Big data will be a key tool for monitoring performance and running the business.

And, thirdly, what does transformation look like from the point of view of regulators and States? We will see full separation of regulatory oversight and service provision. We will see

better regulation that is proportionate, consistent and transparent. States will have moved away from the current prescriptive regulatory model to performance-based regulation, focusing on outcomes rather than inputs. States will be comfortable with delegating service provision to third parties to provide service coverage, including for a larger airspace. And they will have loosened their grip on the traditional one-State ANSPs, encouraging them to operate as normal businesses.

Is this all wishful thinking? Is it achievable? How can we get to this transformed future? The short answer is that we need: clear, shared vision; a performance-based approach to all that we do, with clear deliverables; a passion for implementing new technology and adapting to change; and we need to further strengthen and extend the good partnerships that we have built with ICAO, States and valued industry partners such as IATA.

We already work closely with IATA on many issues including Aviation System Block Upgrades, performance-based navigation, FIR boundary crossings, civil-military cooperation and flexible use of the airspace, cyber security, and so on. And we regularly ask IATA and airlines what you want from the ATM community. Your wishes have been incorporated into the Work Plan of Vision 2020, our strategic plan for the ATM industry, which has over 120 deliverables, of which 46 are operations-related.

This means that we are continually working on specific projects to improve the service that the ATM industry gives to its airline customers. Today I want to touch on a few examples of where we are working with IATA to drive forward our vision of the future and to transform ATM performance globally.

First: ensuring a performance-based approach to air navigation equipage for aircraft

CANSO is a strong advocate of performance-based standard-setting and regulations. We share IATA's desire to avoid prescriptive requirements being placed on industry. Air navigation-related technology upgrades should be defined through performance-based standards that can be met by proven technology solutions that have been agreed through consultations.

We need collaborative approaches to ATM modernisation which better coordinate and synchronise the adoption of technology between airlines, airports and ANSPs. Our joint aim must be to harmonise the future equipage plans of airspace users with the investment plans of ANSPs.

Second: Developing the way in which air navigation services are provided

Airlines generally have been liberalised for many years now, allowing greater competition and so greater choice for passengers. I know that IATA and airlines wish to see greater competition in the provision of air navigation services.

There is some amazing technology available in ATM today and much more coming that will serve to harmonise systems, processes and traffic flows in a global way without reference to national borders or even land-based equipment. These advances in technology will both require and facilitate the way the ATM industry is organised and operates.

Air navigation services could be provided by a variety of service providers, including by companies that are not the traditional ANSPs of today. Satellite-based ADS-B will offer ANSPs an option to contract with a service provider to enhance their surveillance capabilities in regions where surveillance is limited or non-existent.

Such a shift in thinking and to new service delivery arrangements would ensure that we move from the status quo of national monopolies to performance-driven cooperation arrangements between ANSPs and other service providers. And good governance frameworks and competitive pressures will help drive down costs and improve the level of service, all of which is part of the performance-based approach of Vision 2020.

Third: Partnership to resolve key challenges

While aviation is still the safest form of transport, we have seen some tragic losses recently. CANSO has been proactive in the two task forces that were established to look at the implications of the losses of MH370 and MH17. The way in which the industry responded to these tragedies is testament to how effectively all parts of the industry can work together to tackle challenges; resolve problems; and cooperate for the overall benefit of the industry.

Tracking

In the case of aircraft tracking, States have recommended the adoption of a new performance-based Standard for global aircraft tracking, covering normal, abnormal and distress conditions, using available technologies. ANSPs can help airlines with achieving the Standard and support aircraft tracking by providing surveillance data, using current ATC systems capabilities.

However, it is important that the effects on existing systems and services be assessed, since routine tracking would result in increased position reporting. So, CANSO and its Members are involved fully in the current Implementation Initiative and regional training exercise to validate the new Standard.

Safety, security and information sharing in conflict zones

Similarly, CANSO has been proactive in the Task Force on Risks to Civil Aviation arising from Conflict Zones. We pressed States to provide timely risk assessment information regarding conflict zones so that aviation can make informed decisions. We strongly supported the establishment of a centralised global information capability, hosted by ICAO that has just been launched.

We do not pretend it will be easy as the information can impinge on the sovereign decision-making privileges and the national security considerations of States. But CANSO, IATA and our other industry partners need to ensure that States overcome their reservations and are committed to act in the interests of improving global aviation safety and security.

Remotely piloted aircraft systems (RPAS)

Finally, I would like to take a brief look at remotely piloted aircraft systems (RPAS) since they are a good example of 'intrusive' technologies that will drive changes. The rapid growth of

RPAS has led to safety concerns. But RPAS are a reality, with huge growth potential, so we must work closely with the regulatory community to ensure the continuing safety and security of civil aviation.

CANSO is providing leadership in the discussions about how best to incorporate RPAS seamlessly, efficiently and safely, into the aviation system and we are pressing for a number of key principles to be adopted. Our goal is to see a strong international regulatory framework to ensure the safe and efficient integration of RPAS into non-segregated airspace and to avoid a plethora of different global, regional and national regulatory requirements.

Conclusion

In conclusion, I have described a vision for the future of ATM that we can achieve through a performance-based approach delivered through strong partnership. The requirements and wishes of airlines are incorporated in Vision 2020, which CANSO and its Members are committed to deliver. CANSO and IATA partner together on many projects and regulatory issues and I have touched on a few of those that I know are a priority for airlines and IATA. I look forward to our continuing partnership and dialogue since it is key to achieving our joint goal of transforming air traffic management performance globally.

Thank you.