Remarks of CANSO Director General, Jeff Poole, to the CANSO Asia Pacific Conference in Queenstown, New Zealand on 4 May 2016

Good morning and welcome to Queenstown. It is always a pleasure to be in the Asia Pacific region. It continues to be a remarkable aviation success story. Asia Pacific boasts some of the busiest airports in the world. Eight of the top 20 airports in terms of passenger movement are in the region; and the region represents over one third of global passenger traffic. For cargo, Asia Pacific contributes eight airports to the top 20 in terms of volume of cargo passing through.

This growth has had a positive impact on both employment and GDP growth, with the air transport industry in Asia Pacific supporting 3.3 million jobs directly. On top of this, improving connectivity by air has allowed many countries in the region to generate millions of jobs in the tourism industry. According to the World Travel and Tourism Council, five of the top ten countries in terms of tourism-based direct employment are in the region, the top two in the world being India and China. Overall, air transport in the region supports 28.8 million jobs indirectly and contributes $626 billion to GDP in Asia Pacific.

I am telling you all of this for three important reasons. First, because you have all played a vital role in making this happen and you should be rightly proud of your contribution to the success of the region. Air traffic management may be the invisible part of the air transport value chain but we provide the infrastructure that enables connectivity and the safe and efficient flow of air traffic. You only have to look at the ATM news section of the CANSO website to see the enormous amount of activity and dynamism generated by Members in this region.

Second, we need to do a better job in persuading States of the economic benefits of aviation to support our advocacy for more investment in ATM infrastructure; because without adequate commitment and investment in ATM, the remarkable growth in the region will be stunted.

Third, because this growth needs to be well managed if we are to avoid capacity constraints and bottle necks and this is what I want to talk about in my brief remarks this morning.

Our task is to enable the safe and sustainable growth of air transport in the region; and to do this, we need to build the ATM infrastructure and capacity to support the growth. Vision
2020, CANSO’s strategic framework for the ATM industry, aims to enable such growth through transforming global ATM performance to achieve a globally harmonised and interoperable air navigation system capable of delivering a safe, efficient and seamless service.

In this region, CANSO has made Vision 2020 a reality through steps such as: developing a sub-regional air traffic flow management system to manage air traffic flow in the region by sharing information and best practices; ANSPs building their capabilities and working with their neighbours and industry partners towards the common vision of a seamless sky; and collaborating on ADS-B in the region to reap the full benefits in flight safety and efficiency.

CANSO has a powerful and important role to play, particularly as, unlike in some other regions, there is no over arching regional body for collaboration between ANSPs. So CANSO has a unique opportunity to fulfil this role and has grasped this opportunity to drive the efficiency and harmonisation agenda forward. Most importantly, we are fully engaged in partnership, one of the three core pillars of Vision 2020, for without effective partnership with States, airlines and airports we will not achieve our goals.

We also need effective partnership among and between ANSPs. This includes CANSO Members as well as non-Members. There is a strong incentive for ANSPs to join CANSO to reap the benefits of membership to cooperate across borders; and also take advantage of the best practice exchange, training and guidelines that CANSO offers. In short, joining CANSO adds tremendous value – which is another pillar of Vision 2020.

One excellent example of cooperation between ANSPs is the Memorandum of Cooperation signed recently between CAAS and JCAB to jointly promote ATM transformation in the region. As well as sharing information, the MoC will enable collaboration in ATM modernisation efforts and in research activities to develop ATM concepts, solutions and technologies for the next generation of ATM systems. The idea for this cooperation came though interactions between the two organisations at CANSO events, so I hope that this conference will lead to further such initiatives between Members.

We are pushing for greater collaboration among ANSPs and promoting industry best practices. We are doing this through CANSO workshops, seminars and events such as this conference, which incidentally has a record attendance of over 170. And also through the various ICAO meetings, task forces and work groups at which we are able to promote CANSO best practice on issues such as performance based navigation (PBN), crossing flight information region (FIR) boundaries and key performance indicators (KPIs) for measuring ANSP performance.

We are also providing thought leadership on issues such as how to incorporate remotely piloted aircraft systems into airspace; and of course we continue to provide advice and training on implementing the Aviation System Block Upgrades. All of these efforts will help us to achieve our goals of transforming ATM performance, increasing efficiency and harmonising airspace across the region.

In conclusion, this region can be justifiably proud of the effective work it has undertaken. You are truly delivering and your plans for the years ahead will see impressive results. I urge
you all to take full advantage of everything CANSO has to offer; and to spread the message about the value of joining CANSO to those ANSPs that are not yet Members. We currently have 19 ANSPs from the region as CANSO Members and continue to grow. I would also urge you to spread the message about the economic benefits of aviation to governments and decision makers.

You will be supported in this by a new ATAG publication that will be launched in a month’s time, *Aviation: Benefits Beyond Borders*. It carries impressive facts and arguments and has updated statistics for the Asia Pacific region. Messaging on economic benefits can be shaped to stress the importance of investing in infrastructure to enable greater connectivity and the safe and efficient flow of air traffic. And an important part of this messaging to governments is the importance of implementing the Aviation System Block Upgrades.

This conference will be discussing these issues and in addition I hope you take advantage of the networking opportunities and side meetings to develop new initiatives and develop further cooperation with each other. I wish you all a very successful few days.

Thank you.