



## **Remarks of CANSO Director General, Jeff Poole, to the CANSO Latin America and Caribbean Conference in Salvador, Brazil, on 5 December 2017**

### **Introduction**

Welcome to Salvador for the ninth CANSO Latin America and Caribbean Conference.

I would like to thank Lieutenant-Brigadier Jeferson Domingues de Freitas, Director General of DECEA, for hosting the conference, along with Aireon and our other sponsors and exhibitors for supporting us.

On behalf of everyone gathered here today, I would also like to extend a warm welcome to Luis Felipe de Oliveira, Executive Director of ALTA and our Keynote Speaker, Paulo Kakinoff, CEO of GOL Airlines, who will give the airline perspective on current air transport growth in the region, and to Agustin Rodriguez Grellet, CEO of EANA, the new Chair of LAC3.

As we are all aware, passenger demand in Latin America and the Caribbean continues to climb with Brazil being one of the region's fastest growing markets. As such, it is important that we come together with our industry stakeholders and partners to discuss the challenges and opportunities affecting aviation in the region, and agree on how we can all work together to improve performance and boost connectivity.

During the conference we will focus on some of the key tools for enabling ATM growth in the region and consider the critical role that new technology has to play in this. We will also touch on the role that each and every CANSO Member has to play in shaping a safe, sustainable future for ATM in the region and how through collaboration and innovation, we are able to securely steer the course of change and harness the new opportunities that are presented to us.

### **Picture of change**

Lower fares, rising incomes and demographic growth are fuelling significant passenger demand in Latin America and the Caribbean right now - both regionally and internationally. As a result, passenger growth is expected to double by 2034, increasing aircraft movements, and the air transport industry's contribution to regional GDP will potentially jump from \$140 billion to \$322 billion within the next two decades. As such we find ourselves in one of the fastest growing and most exciting air transport regions in the world.

To add to this, we are at the dawn of a very exciting technological and digital era which is sweeping across the whole aviation industry and encouraging us to reconsider the way we operate and improve our overall efficiency and effectiveness. From space-based surveillance,

digitisation and remote tower services to automation, artificial intelligence and data analytics, each new development has the capacity to influence how we develop our capabilities and provide effective and efficient ATM for a rapidly expanding air transport region.

So how can we make sure we are helping to meet capacity demand, while improving the overall performance and productivity within the region?

First, by building and maintaining robust partnerships which facilitate harmonisation, collaboration and unity across the region.

Second, by embracing the latest tools and technologies to improve operational performance across all aspects of ATM.

Thirdly, by safeguarding excellent standards of safety while remaining open to innovation – the cornerstone of steady, sustainable growth.

### **Robust partnerships**

One of the priorities for the Latin America and Caribbean region is developing and maintaining robust partnerships. Not only do these partnerships foster a unified approach but they also allow us to share our experiences and learn from our industry stakeholders, regulators and peers. This generates improved operational performance but also more innovative approaches to tackling common challenges and implementing integrated solutions.

Firstly, we are already working together with IATA, ALTA and ACI-LAC to support the implementation of performance based-navigation (PBN), airport collaborative decision-making (A-CDM) and airspace optimization. And through cross-industry initiatives like the newly formed Air Transport Optimisation Group (ATOG), we are focusing on key growth areas in the region, such as Panama, and the tools and approaches that might be used to accommodate this.

Secondly, at a regulator level, we have also seen how close coordination has advanced the implementation of the Aviation System Block Upgrades (ASBU), getting us ever closer to modernised and harmonised aviation systems in the region, and we will hear more about progress on this in the following panel session.

Thirdly, it is at an industry level where the power of partnership has truly come to the fore in the past 12 months. Whether that is the significant progress on CADENA – CANSO's air traffic flow management (ATFM) initiative for the region – and the information sharing and common approaches that have been developed, or the cooperation between CANSO Members EANA and DECEA that is setting the standard for regional harmonisation through joint working on airspace design, PBN and ATFM.

What these examples show is how capable CANSO Members are in coordinating best practice, shaping not only their own organisations, but also the future of ATM across the region.

## **Improved operational performance**

If partnerships are key to helping transform ATM regionally and coordinate change, then I would now like to look at the specific operational tools and approaches that can improve performance in the region and how they are already bringing about change.

I have touched on the importance of implementing ASBUs and the role these play in introducing harmonisation between air navigation service providers but CANSO Member have also been working hard on creating and delivering other pan-regional initiatives.

### **1. CADENA (CANSO ATFM Data Exchange Network for the Americas)**

For example, CADENA – the CANSO ATFM Data Exchange Network for the Americas – has made significant progress since we last met in championing the effective use of ATFM in the region and encouraging the sharing of operational information between ANSPs and stakeholders.

Indeed the recent launch of its Operation Information System (OIS) marks a milestone in implementing standardised and harmonised ATFM, collaborative decision-making (CDM), and information sharing throughout the Latin America and Caribbean region.

As we will discuss in our late morning session today, ATFM and data sharing are key to unlocking the potential of ATM in the region, bringing together the combined expertise and experience of a number of service providers to create a safer, seamless airspace.

### **2. Performance Based Navigation (PBN)**

As we consider a future where demand will only continue to rise, putting further pressure on ANSPs to increase airspace capacity and airport accessibility, conduct more efficient operations and reduce infrastructure costs, implementing the next phase of PBN remains a high priority.

And CANSO and its Members have made significant progress. For example, here in Brazil, DECEA has implemented PBN in the Southern region (PBN-SUL) and entrance to the west sector of TMA-Sao Paulo, resulting in 350 routes with new PBN procedures. Airports to the South are also complying with RNAV/PBN procedures. These development have brought significant improvement to the operational effectiveness of ATM in this area.

In the interests of the broader aviation community, we also continue to ensure that not only ANSPs are PBN capable but also that airlines accept PBN and have the appropriate avionics and trained crews. To that end we are working closely with IATA and ICAO on reviewing ATS routes, creating new ones and supporting implementation.

### **3. Airport collaborative decision-making (A-CDM)**

Airport collaborative decision making (A-CDM) is another critical component of working with our aviation partners effectively.

CANSO is working closely with its new Air Transport Optimisation Group (ATOG) partners – Civil Aviation Authority of Panama, COPA Airlines, FAA, IATA, Tocumen International Airport and University of Panama – on expediting the implementation of airport collaborative decision-making (A-CDM) and enhancing air traffic controller training to account for increasing operations in Panama in the coming years, just one example of how we are working cross-industry.

CANSO is also supporting ICAO in regional initiatives and workshops, bringing methodology into real implementation actions through its introductory guide for ANSPs [\*A-CDM: Optimisation through Collaboration\*](#) .

#### **4. Automation**

Growth in air traffic is resulting in a surge in research and development in new technologies to meet demand, and provide safer, efficient, cost effective air traffic services and airline operations. In particular, automation plays an increasingly important role in air traffic management, enhancing situational awareness, increasing predictability, capacity and efficiency and improving air traffic flow.

As a result, ANSPs in the region are heavily investing in new technologies. For example, there is increasing scope to automate and assist controllers to provide en route air navigation services, like using standard messages between controllers and pilots in all FIRs (Controller Pilot Data Link (CPDLC)). Indeed, many ANSPs in the region are working towards CPDLC implementation already but we do need to have regional implementation to create harmonised and seamless airspace – and that is something we will discuss further during the conference.

We are also beginning to understand how automation can support the development of artificial intelligence, and how this could further improve performance and the panel this afternoon will explore this aspect of the changing ATM service provision model, and highlight the benefits and risks.

#### **Safety** (SEANS-Safety assessments)

Safety is our number one priority and the common thread throughout everything we do. While we will discuss this in great detail later and during the safety workshop tomorrow, I would just like to touch on this area of CANSO's work in the region as it is critical when considering the implications of future developments and new technologies.

Achieving safety best practice is a goal for all our Members across the region, and with the help of the CANSO's *Standard of Excellence in Air Navigation Services-Safety* (SEANS-Safety) programme. We are helping ANSPs to assess and validate the maturity levels of their safety management systems and identifying areas for improvement.

During this year, CANSO performed its second evaluation in the region, for the Instituto Dominicano de Aviacion Civil (IDAC), and plans to conduct more in the near future.

You will find out more about this process this afternoon, I encourage you to listen closely and ask any questions you may have about undertaking a SEANS-Safety assessment for your organisation.

## **Innovation**

While we have touched on some of the key components for managing growth efficiently, effectively and safely, I would like to end by highlighting the importance of innovation in driving the ATM industry forward.

While there is still work to be done, I would like us to celebrate the great work that's being undertaken by our Associate Members in the region, already developing and delivering state of the art ATM technology, including: aeronautical information management (AIM) systems, digitised surveillance radars incorporating ADS-B, communications systems, automated ATC management, air traffic flow management (ATFM) tools and automatic message handling system (AMHS) upgrades.

Each improvement brings us another step forward in our mission to transform global ATM performance and deliver systematic modernisation across the region.

## **Aiming high**

So for an industry that is always looking skyward – and increasingly far beyond with the growth in new commercial space exploration – I want to leave you with a very clear message.

If we want to stand up to the challenge of increased demand in the region, and ensure that we benefit from this opportunity, the ATM industry needs to work together to educate, inform, grow and innovate. We need to embrace the tools and technology available to help propel us from traditional service models into highly productive and efficient modern operations. Finally, we must make sure that we always keep safety and security at the forefront of any developments, respecting that the power of innovation and its potential for shifting the whole paradigm of ATM operations as they stand.

As we grow, we will also continue to expand our community of experienced ATM professionals and build a truly cross-regional network, so that together we can learn from each other and work side by side on our exciting journey, onwards and upwards.

To finish, I would like to take the opportunity to recognise and thank Micilia Albertus-Verboom, Director General of DC-ANSP. Serving as Chair of the CANSO LAC3 for the past six years, she has brought great leadership, unending enthusiasm and strong commitment to the role. I am sure you will all join me in offering our sincere thanks and appreciation to Micilia, and wishing her well for the future.

I am delighted that Micilia leaves the CANSO LAC3 in very good hands, with Agustin Rodriguez Grellet of EANA as the new Chair.

Thank you for your attention, I wish you all a successful and productive conference.