What are your aims during your time as CANSO Chair?

My objective is to build on the hard work and progress of my predecessors. We need to find new and creative ways to add further value to CANSO Members.

There have already been developments in this area. CANSO has been able to tap into service niches with projects such as the CANSO ATFM Data Exchange Network for the Americas (CADEnA) and the Standard of Excellence in Air Navigation Service – Safety (SEANS-Safety). The value these projects represent is clear and that is something members can support.

My goal is to help CANSO capitalise on the good work it is already doing.

How can CANSO best maintain its relevance to Members and continue to deliver benefits?

CANSO’s greatest strength is its ability to adapt to the changes in the industry. That is how it maintains its relevance and ensures Members see the advantages in the organisation.

There is great clarity in the work CANSO is doing and the guidance material it is producing. There are roadmaps that provide paths to success that all ANSPs can navigate, no matter how big or small.

CANSO needs to ensure that open dialogue continues. It is important for Members to communicate with CANSO, so we can understand what they are thinking and the ways in which we can further support them. A lot is happening in this regard and on 5 March there will be a CANSO CEO Strategy Summit that will look specifically at ensuring Members continue to derive value from CANSO.

Are Associate Members important to the future of CANSO and what role would you like to see them playing?

From 2017, the representation of Associate Members increased from one to two on the CANSO Executive Committee (ExCom). This indicates how important Associate Members are to CANSO and that importance is only going to grow.

Associate Members have added tremendous value to internal discussions on the ExCom and have driven renewed interaction with all Associate Members. They also bring a wealth of experience that traditional ANSPs may not have. It adds a different dynamic.

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to CANSO and I am sure we will see more companies joining as Associate Members in the future.

How is CANSO keeping up with the fast-changing developments in the ATM industry? Will new entrants, increasing competition, advances in technology, and changing business models be disruptive?

CANSO’s focus is always on safe and efficient airspace for all users. That will not change. But clearly, new entrants such as drones bring new models of air navigation service delivery and new technologies.

Currently, the operating parameters of traditional airspace users are well understood, as is the regulatory framework. New entrants are challenging that paradigm. The vehicles used are often unique in their operating dynamics, especially compared with conventional aircraft.

That means we need to look at a number of regulatory areas, such as access prioritisation, communication and navigational standards; all while ensuring safety is never compromised.

As for ANSP business models, CANSO has no preference for any particular model. We know that some ANSPs will corporatise and some never will. CANSO’s structure allows us to deliver value no matter what the governance of its Members.

As the global voice of air traffic management, how does CANSO influence the development of policy, regulations and best practice?

CANSO is the focal point and voice of ATM. As such, it has the ability to keep all the key players engaged, including airports, airlines, governments, and such industry bodies as Airports Council International, International Air Transport Association and ICAO. The aim is to leverage capabilities and goals to support continued harmonisation in the industry.

CANSO is able to spotlight where the industry is now and where it needs to go. Through the relationships it has with all stakeholders, it is ideally placed to influence the development of the industry on a global basis.

What do you see as being the major challenges for ATM?

Integrating new entrants and new technologies into existing airspace is an ongoing challenge. The industry has to be proactive and look at how implementation strategies can be harmonised and brought into the regulatory framework more quickly. New entrants have access to many resources and will not accept the status quo.
Upper airspace, above 60,000 feet, is an emerging focus as well. Activity in this segment of airspace is expected to rise with the advent of commercial space transport. The traditional airspace ownership and management structure will not necessarily hold true here.

New entrants and new technologies are moving faster than regulation. To ensure we maintain that safety record, we must be even more nimble.

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In the US, for example, local governments are very interested in drones. The Drone Advisory Committee (DAC), a 35-member body comprised of airlines, airports, government and third parties, as well as the Federal Aviation Administration, is wrestling with what this involvement might look like. The path forward has yet to be defined.

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**Do you see technologies from outside the industry as an opportunity or a threat?**

I see technology from outside the industry as an opportunity. As one of my colleagues is fond of saying, “nothing worth doing is ever easy”. But this goes back to why CANSO is so important. Its long-standing collaboration with a number of partners means that most technologies that will have an impact on the industry – such as artificial intelligence – are on its radar. That will help promote global interoperability.

Of course, different parts of the world will need different solutions. Partnership is a way forward for modernisation in general.

**What progress do you see towards the development of seamless airspace globally?**

A global seamless sky is the goal we all want to achieve. Airspace is complex with a number of factors involved, political as well as technical. You cannot just flip a switch.

CANSO needs to be prepared with strategies to address the differences in each region which are driven by socio-economic issues, differences in aviation growth, and key differences in ATM needs.

In time though, all things are possible. And the best progress will come through CANSO taking centre stage, promoting safety and efficiency.

**Has the structural change in the US airline market – consolidation – affected ATM strategy or timelines?**

We are certainly not seeing any of the timelines involved in NextGen implementation lengthen as a result of airline consolidation. If anything, the timelines are shortening. There are obviously fewer divergent views. Agreement and implementation is easier to achieve.

The overall strategy has not changed either even though we are seeing some differences in traffic flow. As an example, traffic in the Midwest is down, but in California and across the south it has increased.

Again, though, it is all about partnerships. Through collaborative decision-making, we engage with all relevant stakeholders regularly, even hourly when the need warrants. It is all about having the right conversations at the right time.

**How challenging has it been to align NextGen with European initiatives, such as the SESAR Joint Undertaking?**

There is a strong relationship with the SESAR JU. A State of Harmonisation report is publicly available, and we will be publishing an update in advance of the October 2018 ICAO Air Navigation Conference. Information management, trajectory management, data communications and surveillance are all areas where we have worked together.

We conduct regular meetings on both sides of the Atlantic and these continue to explore the initiatives planned and how we can contribute to each other’s success.

Teri Bristol will be participating in the conference of World ATM Congress 2018. Find out more at worldatmcongress.org To learn about the benefits of CANSO membership visit canso.org

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