The Mission of CANSO is to be the global voice of ATM in the transformation of the aviation system; creating value for Members and stakeholders.

All CANSO Members play a pivotal role in developing the next generation of ATM systems. CANSO and its Members recognise the importance of working together towards a performance-based air traffic management system. By actively participating in discussions, Members can help create policies and guidelines that impact on the future of the industry.

CANSO membership entitles you to participate in its workgroups. Each workgroup focuses on a specific functional area, and provides an objective environment for Members to develop best practice, guidance and policies that drive operational efficiency and solve business problems in an open, timely and predictable manner. Workgroup members also participate in external organisations and events by representing CANSO.

CANSO encourages Members to become involved and influence the future of ATM. If your organisation is interested in driving the development of the ATM industry, we invite you to take your place among the world’s leading companies in one of our industry-related workgroups. They offer an effective platform to influence and advance the industry’s position, and achieve enduring returns for the future.

CANSO has three standing committees – Operations, Safety and Strategy and Integration – with supporting workgroups, which deliver policy and publish guidelines and best practice on behalf of Members. They bring together global experts to address issues of common interest; exchange best practice; and develop policies across a broad spectrum of issues.

In addition, CANSO ICAO and Industry Affairs works with Members to understand and interpret the regulations that affect policy and guidance.

### Why join a CANSO workgroup?

- To access the latest information on industry developments, technologies and procedures
- To network with a world-class community of peers, experts and industry leaders
- To influence outcomes that benefit not only your organisation but the industry as a whole
- To grow your organisation and build your presence among industry thought leaders

### SAFETY

- SMS and Best Practices Workgroup (SMS and BPWG)
- Safety Performance Measurement Workgroup (SPMWG)
- Future Safety Development Workgroup (FSDWG)
- Human Performance Management Task Force (HPMTF)

### OPERATIONS

- Environment Workgroup (ENWWG)
- Performance-based Navigation Workgroup (PBNWG)
- Aeronautical Information Management Workgroup (AIMWG)
- RPAS and Emerging Technologies Workgroup (RPAS/ET WG)
- Air Traffic Flow Management Workgroup (ATFM WG)
- Operational Performance (OPWG)
- Airport Collaborative Decision-Making Subgroup (ACDMSG)
- Controller Pilot Data Link Communications Task Force (CPDLCTF)
- Add Smart/Digital Tower Task Force (SDT TF)

### STRATEGY AND INTEGRATION

- Acquisition Excellence Workgroup (AEWG)
- Business Excellence Workgroup (BEWG)
- Global Benchmarking Workgroup (GBWG)
- Human Resources Workgroup (HRWG)
- Next Generation of Aviation Professionals Implementation Task Force (NITF)
SAFETY

Safety is the number one priority of the aviation industry. ATM faces many challenges including: increasing traffic demand; the implementation of new technology; new entrants to airspace such as unmanned aircraft; and increasing automation. The ATM industry must address these while maintaining and improving safety.

The Safety Standing Committee (SSC) oversees CANSO’s Safety Programme and aims to: continually improve safety performance in air traffic management (ATM) operations; further enhance safety management and culture among CANSO Members; and provide global leadership on safety management issues. CANSO’s safety work programme helps ANSPs improve safety through elements such as safety management systems, best practices and benchmarking.

The objectives of the Safety Standing Committee are to:

- Provide Members with a mechanism to exchange information and best practice to improve their safety management system (SMS) and overall safety performance
- Establish common CANSO positions on a broad range of safety issues
- Represent the safety interests of CANSO Members to governmental and other bodies
- Identify CANSO safety goals and develop products and initiatives to support those goals
- Improve the way that ANSPs identify risks and manage safety; CANSO has produced guidance to standardise risk evaluations and assessments conducted by ANSPs.

There are three workgroups and various subgroups available to our Members that develop recommendations, policies, strategies and materials across a wide range of key safety issues.

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<tr>
<th>Workgroup</th>
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<tr>
<td>SMS and Best Practices Workgroup (SMS and BPWG)</td>
<td>Implements a CANSO Safety Strategy that seeks to drive safety performance through global industry collaboration and a success-based approach. It does this by collaborating with industry partners and facilitating regional safety programmes and safety support.</td>
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<tr>
<td>Safety Performance Measurement Workgroup (SPMWG)</td>
<td>Develops and implements common definitions through fostering global harmonisation in safety performance measurement. Seeking predictive measures of risk and positive safety performance metrics, the workgroup creates new leading indicators so that Members can better understand their safety performance and risk control effectiveness. The workgroup conducts analysis based on comprehensive data mining, statistical research and in depth comparison to improve operational safety. Regular reports generate better understanding of the ATM system’s current safety status and awareness about trends in potential safety hazards.</td>
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<tr>
<td>Future Safety Development Workgroup (FSDWG)</td>
<td>Creates safety management guidance and tools which assist ANSPs to transition to increasingly automated service delivery. The workgroup develops safety management processes and approaches, and promotes the adoption of new practices in ANSPs with mature safety management systems (SMS). It also identifies and promotes good practices in SMS within the ANSP community.</td>
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<tr>
<td>Human Performance Management Task Force (HPMTF)</td>
<td>Produces a Standard of Excellence for Human Performance Management which will encourage ANSPs to adopt best practice in human performance. In addition, the TF will produce guidance materials to help ANSPs assess their human performance management level of maturity.</td>
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The CANSO Operations Standing Committee (OSC) provides leadership on air traffic management (ATM) operational issues and facilitates the promotion and exchange of industry best practice in operations and technical areas.

The OSC brings operational, industrial, technical and regulatory expertise and knowledge to ATM operational matters. It provides ANSPs and industry suppliers with a mechanism to: exchange information on operational and technical ATM best practices; establish common CANSO positions on operational and technical issues; and represent the ATM interests of CANSO Members to governmental, institutional, regulatory and industry bodies. It provides operational leadership to implement ATM improvements and identifies future technologies and procedures that will help transform global ATM performance.

The work of the OSC is instrumental in helping CANSO achieve its goal of seamless airspace globally. It has played an important role in developing and helping implement ICAO’s Aviation System Block Upgrades – the framework for operational improvements and technological investments over the next 15 years – with seminars, guidance materials and training. It helps implement operational procedures and technologies such as performance-based navigation (PBN), automatic dependent surveillance – broadcast (ADS-B) and others. It promotes collaborative decision-making (CDM) with industry partners. The OSC also develops solutions to address challenges such as incorporating remotely piloted aircraft systems (RPAS) into airspace; the lack of harmonised procedures and requirements when an aircraft crosses from one Flight Information Region to the next; and how best to ensure airspace users benefit from investing in new technology.
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<tr>
<td>Environment Workgroup (ENV WG)</td>
<td>Focuses on issues such as reducing aircraft noise through better procedures and planning; and reducing emissions from aircraft through improving efficiency and introducing new advanced procedures during all phases of flight. Another focus area is helping ANSPs assess and manage their own greenhouse gas emissions to reduce costs, manage risks, gain commercial advantage, demonstrate social responsibility as well as meet local regulatory and legislative requirements.</td>
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<tr>
<td>Performance-based Navigation Workgroup (PBN WG)</td>
<td>The PBN WG helps Members implement performance-based navigation through best practice guidance material and strategic concepts. These activities also help States develop and implement PBN. The workgroup has identified current and future PBN-related technologies and their operational application; this assists Members prepare for the future PBN environment by earmarking resources, identifying requirements for collaboration, and allocating funding. The workgroup is developing guidance on PBN flight path changes and resulting environmental challenges. The workgroup represents CANSO on the ICAO PBN Study Group, and Chairs the Study Group's ATM Workgroup.</td>
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<tr>
<td>Aeronautical Information Management Workgroup (AIM WG)</td>
<td>Develops policy and produces guidance to help ANSPs in the transition from aeronautical information systems (AIS) to new network-centric aeronautical information management. Supports global cooperation in implementing digital aeronautical information and services based on quality assured data as a critical prerequisite for any ATM concept that relies on the accuracy, integrity and timeliness of data. Shares best practices such as business planning support, quality metrics, and lessons learned.</td>
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<tr>
<td>RPAS and Emerging Technologies Workgroup (RPAS/ET WG)</td>
<td>Develops policies and provides guidance on incorporating remotely piloted aircraft systems (RPAS) and other emerging technologies into airspace. The workgroup offers a training module that covers the performance characteristics of RPAS, terminology, and contingency operations. The WG represents CANSO on the ICAO RPAS Panel and co-chairs the ICAO Small UAS Study Group. It also supports the SESAR Joint Undertaking (SESAR JU), and the SESAR Horizon 2020 planning effort, to identify areas that are important for the successful integration of RPAS into civil airspace.</td>
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<tr>
<td>Air Traffic Flow Management Workgroup (ATFM WG)</td>
<td>Promotes air traffic flow management (ATFM) to improve airspace efficiency. It supports the development of common regional ATFM frameworks through the CANSO region directors and Regional Implementation Groups (RIG) for the harmonised implementation of networked, interoperable, multi-FIR, multi-State, cross-boundary collaborative ATFM capabilities.</td>
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<tr>
<td>Operational Performance Workgroup (OP WG)</td>
<td>Assists CANSO Members to improve their air traffic management (ATM) through using harmonised performance measures. The WG has synthesised current practice of CANSO Members into a core set of recommended key performance indicators that focus on capacity, flight efficiency and predictability measures. It supports the regions by providing operational performance workshops at region conferences. It also supports Members to analyse ATM stress points and future traffic demand; and measures ATM performance.</td>
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<tr>
<td>Airport Collaborative Decision-Making Subgroup (ACDM SG)</td>
<td>Helps Members implement airport collaborative decision-making initiatives regionally and locally through seminars and workshops. It published Airport-CDM - Optimisation through Collaboration: An Introductory Guide for ANSPs. The Guide, which includes relevant case studies, assists Member ANSPs in implementing Airport-CDM.</td>
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<tr>
<td>The Controller Pilot Data Link Communications Task Force (CPDLC TF)</td>
<td>Guides Members in the implementation of controller-pilot data link communications (CPDLC) for use in remote/oceanic and/or domestic/continental airspace. The TF supports harmonised procedures and an interoperable approach with other ANSPs to mitigate CPDLC system congestion, increase CPDLC automation functions, and increase integration with other ATM systems to maximise potential efficiency benefits.</td>
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<tr>
<td>Smart/Digital Tower Task Force (SDT TF)</td>
<td>SDT TF explores and informs ANSPs on the options between digital enhancement of manned tower operations, full remote tower operations, and the possibilities in-between. The TF looks at the implications and advantages as well as the key operational, safety and regulatory considerations, illustrated by examples of the implementation challenges faced and conquered by other ANSPs.</td>
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CANSO’s Strategy and Integration Standing Committee (SISC) deals with the strategic, institutional and regulatory aspects of air navigation services. It provides information and analysis to help develop the long term future of the ATM industry and of CANSO. SISC develops common positions on key issues affecting the ATM industry and ensures CANSO’s views are effectively communicated to key decision-makers, including regulators and governments. The SISC also ensures cooperation with industry partners on these issues.

The CANSO strategy and integration work programme identifies and creates tools and guidance materials in all areas of ATM governance and management, to help ANSPs become more customer focused, better-performing organisations. It also develops strategies and policies to work with States and industry partners to achieve the goal of safe, efficient and seamless airspace globally.

The objectives of the SISC are to:

- Provide information on the possible future for ATM and risks and opportunities facing the ATM industry
- Provide mechanism to exchange information on institutional and regulatory issues impacting ATM
- Develop recommendations for CANSO policies and positions on key issues for the aviation industry
- Propose campaigns to promote CANSO policies and positions with governmental, intergovernmental and other air transport stakeholder groups and institutions
- Identify, facilitate and promote potential partnerships with air transport stakeholder groups
- Review the implementation of external policies and positions and propose appropriate responses
- Provide a forum for Members to share best practice guidance on topics of interest for CANSO Members
- Communicate its work and value created
- Provide trend analysis, scenario planning and understanding of the wider aviation industry

The SISC coordinates CANSO’s advocacy activities using the expertise of the other CANSO standing committees (Safety and Operations) and CANSO ICAO and Industry Affairs. It facilitates dialogue and collaboration between CANSO’s global and regional work streams to build support from the whole membership as well as ensuring consistency in CANSO’s advocacy activities.
Five workgroups and two task forces develop recommendations, policies, strategies and materials across a wide range of key policy issues.

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<td>Acquisition Excellence Workgroup (AEWG)</td>
<td>Accumulates, tailors, improves, shares and promote best practice for acquisition management across the full system life cycle. It proposes campaigns to promote best practice within acquisition management; provides a forum for Members to provide best practice guidance to the specific needs of the ATM industry on topics of interest to CANSO Members; facilitates coordination with other CANSO work programmes; and establishes metrics and a benchmarking framework for acquisition management practices.</td>
</tr>
<tr>
<td>Business Excellence Workgroup (BEWG)</td>
<td>Develops CANSO policies, positions and guidance material to influence the transformation of the institutional and regulatory framework; supports ANSPs in their efforts to transform to performance-based organisations; supports the creation of global quality and improvement standards in air navigation services; considers new quality and improvement resources, tools and systems; champions the assessment of ANSP capabilities; and promotes stakeholder engagement. This group also develops and conducts the annual CANSO Fitness Check. This is designed to assess ANSP performance and supports the prioritisation of CANSO's work programme.</td>
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<tr>
<td>Global Benchmarking Workgroup (GBWG)</td>
<td>Measures performance in air navigation services provision and identifies industry best practices. These can then be used for comparison purposes to support the transformation of global ATM performance. The GBWG produces the annual Global Air Navigation Services Performance Report that provides participating Members with performance information on productivity, cost-effectiveness and price, revenue and profitability. This group conducts an annual benchmarking exercise to produce the CANSO Global Air Navigation Services Performance Report. The report enables Members to compare performance in productivity, cost-effectiveness, pricing, revenue and profitability, and also provides evidence of improvements in global ATM performance.</td>
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<tr>
<td>Human Resources Workgroup (HRWG)</td>
<td>Provides a platform for sharing experience and data on human resources (HR) issues, thus supporting Members in HR management. It addresses issues such as fatigue management, insider security threats, employing people with disabilities, accreditation of training courses and change management required when introducing new technology such as digitisation and remote air traffic control towers.</td>
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<tr>
<td>Next Generation of Aviation Professionals Implementation Task Force (NITF)</td>
<td>Operates under the HRWG to implement competency-based training for air traffic controllers (ATCO) and air traffic safety electronics personnel (ATSEP). The task force members represent CANSO at International Civil Aviation Organization (ICAO) regional workshops on competency-based training and participate in the creation of training material for the ICAO Next Generation of Aviation Professionals (NGAP) regional workshops.</td>
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ICAO and Industry Affairs

The International Civil Aviation Organization (ICAO) is a specialised agency of the United Nations, which sets the standards and recommended practices that foster the safe and orderly development of civil aviation. CANSO has official observer status at ICAO, which enables CANSO to participate in ICAO’s activities and initiatives.

CANSO’s primary role in ICAO is to contribute by providing ATM technical expertise in the development of Standards and Recommended Practices (SARPs), procedures, policies and other guidance material. States use this in their legislative, regulatory and policy actions to meet their obligations under the Convention on International Civil Aviation, the Chicago Convention.

CANSO’s engagement also provides CANSO Members with insight into ICAO work programmes and initiatives that may affect them. Through participation in work programmes, CANSO helps define the requirements that need global standardisation and the means by which those regulatory requirements can best be met through the development of industry best practice. This cooperation and communication between ICAO and the industry is vital in harmonising global ATM.

To maintain a strong aviation industry voice at ICAO, CANSO also collaborates with other industry observers to ICAO. This liaison with industry partners helps to identify common points of view relating to ICAO work programmes, regions and states, and includes attendance to global symposia and fora.

CANSO also engages with ICAO at a regional level through participation in ICAO regional planning and implementation groups (PIRGs) and their various sub groups worldwide.