

MESSAGE FROM BY JEFF POOLE

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CANSO, the Civil Air Navigation Services Organisation, is the global voice of air traffic management (ATM). Efficient air traffic management enables airlines and airports to provide the connectivity that drives economic and social development and provides access to markets. Importantly, ATM operational efficiencies help the aviation industry to meet its emissions reduction targets.

ATM has a vital role to play in reducing carbon emissions through operational efficiencies such as: enabling aircraft to fly the most efficient and shortest flight path rather than fixed routes; allowing aircraft to fly at the optimum altitude and speed over oceanic airspace rather than mandating a fixed speed and altitude; smoother arrival and departure flight profiles at airports rather than traditional stepped profiles; and reducing delays through collaborative decision making between ATM, airports and airlines.

States also have an important role to play in helping the industry reduce its emissions. States need to invest in ATM infrastructure, as this will improve the efficiency of the entire aviation system, reduce emissions and cater for future growth. Investment in ATM infrastructure not only benefits the environment, but acts as an enabler of aviation connectivity and development, bringing economic and social benefits.

ICAO's Aviation System Block Upgrades (ASBUs) serve as a catalyst for States to modernise their air navigation services. ASBUs give States a clear road map to achieve the necessary infrastructure improvements. They will improve aviation safety, enhance efficiency for airlines, and increase connectivity to boost GDP. CANSO is helping States and ANSPs implement the ASBUs through training courses, guidance materials and exchanging best practice.

We are working with States to harmonise airspace, so that a plane can fly using the most efficient operational route, thus saving emissions. Aviation transcends national boundaries, so airspace needs to be organised, and air navigation services delivered, in line with the operational requirement of airspace users rather than according to national borders.

Our goal is to enable planes to navigate seamlessly across national borders, selecting the most efficient routes. States can delegate service provision to other States and/or designate a service provider to provide service coverage for a larger airspace. This does not in any way diminish a State's sovereignty over its airspace. States also need to work better together to reduce airspace fragmentation across the wider region and free up military airspace.

In conclusion, the air traffic management industry is working hard to reduce emissions through operational measures, new technologies and more effective use of airspace. We look to States to play their part by investing in ATM infrastructure and working with each other to harmonise airspace.