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Welcome to Update Asia-Pacific

CANSO's Asia-Pacific Office in Singapore celebrates its 5th anniversary this year. As I reflect on the pioneering years I was struck by how far we have come since we opened the office in Singapore in 2008 with just four member ANSPs.

Today the CANSO Asia-Pacific Region has grown to 15 ANSPs. At the recent CANSO Asia-Pacific Conference in Jakarta we welcomed our newest member, the Japan Civil Aviation Bureau to the CANSO family. Together, our Asia-Pacific CANSO Members represent the geographical and cultural diversity of the region.

This year's CANSO Asia-Pacific conference with the theme "Transforming ATM Performance through Innovation and Collaboration" attracted a record turn-out of 167 participants from 59 organisations. It is through conferences and workshops such as this that CANSO has been able to share best practices and advocate the urgent need for strong regional collaboration and industry partnership.

Two clear examples of CANSO's promotion of cross border collaboration in the region are in the implementation of ADS-B and CDM. Our efforts in ADS-B have gone beyond the South China Sea to the Bay of Bengal and this year, we will witness the effective bridging of surveillance gaps through the sharing of ADS-B data for flights operating over parts of the South China Sea. Likewise in promoting cross-border CDM implementation, CANSO launched a pilot CDM project for the Bangkok-Singapore city pair culminating in an operational trial for over 100 flights between Bangkok and Singapore. Such projects showcase the tangible value of collaboration among ANSPs and across the industry value chain and help underline CANSO's determination to translate its vision into action.

The first five years of the CANSO Asia-Pacific Office have been challenging but fulfilling from a personal viewpoint. I am pleased that we have met many of the challenges and made excellent progress. Now that a firm foundation has been laid, we must ensure we keep the momentum going and accelerate achievements. This requires even more commitment, partnership and teamwork from ANSPs and CANSO with our industry partners. CANSO will step up to play its part in leading the transformation of air traffic management both regionally and globally. And we need to do so with a strong sense of urgency.

Bangkok – Singapore CDM Moves Forward into CDM/ATFM Collaborative Concept

By Piyawut Tantimekabut, AEROTHAI, co-chair of the SIN/BKK CDM

During the CANSO Asia-Pacific Conference 2011 in Bangkok, aviation partners in Malaysia, Singapore and Thailand formed the CANSO Bangkok – Singapore CDM Team with the goal of applying CDM principles to all phases of operations of air traffic between Bangkok and Singapore, advancing ATM operations in support of continuing increases in traffic.

The team, co-chaired by ANSPs Aeronautical Radio of Thailand Ltd (AEROTHAI) and Civil Aviation Authority of Singapore (CAAS), comprises aviation partners including the Department of Civil Aviation Malaysia, aircraft operators (Singapore Airlines and Thai Airways), airport operators (Airports of Thailand and Changi Airport Group), supported by CANSO Operations Standing Committee experts from Airservices Australia and Metron Aviation. They worked together to conduct an operational trial to share CDM data through web-based spreadsheets in July and August 2012 involving 112 live flights between Bangkok and Singapore.

CDM trials in July and August 2012 proved the benefits of automated CDM information sharing in enhancing operational predictability and resource allocation decisions (**full report** published on CANSO website). The trial helped to garner further support for the project, with Civil Aviation Department, Hong Kong (Hong Kong CAD) joining the project, as well as strong support from IATA and Airports Council International (ACI) Asia-Pacific Office.

The extended Hong Kong – Singapore – Thailand CDM/ATFM team continued work in developing a scalable CDM/ATFM collaborative concept.

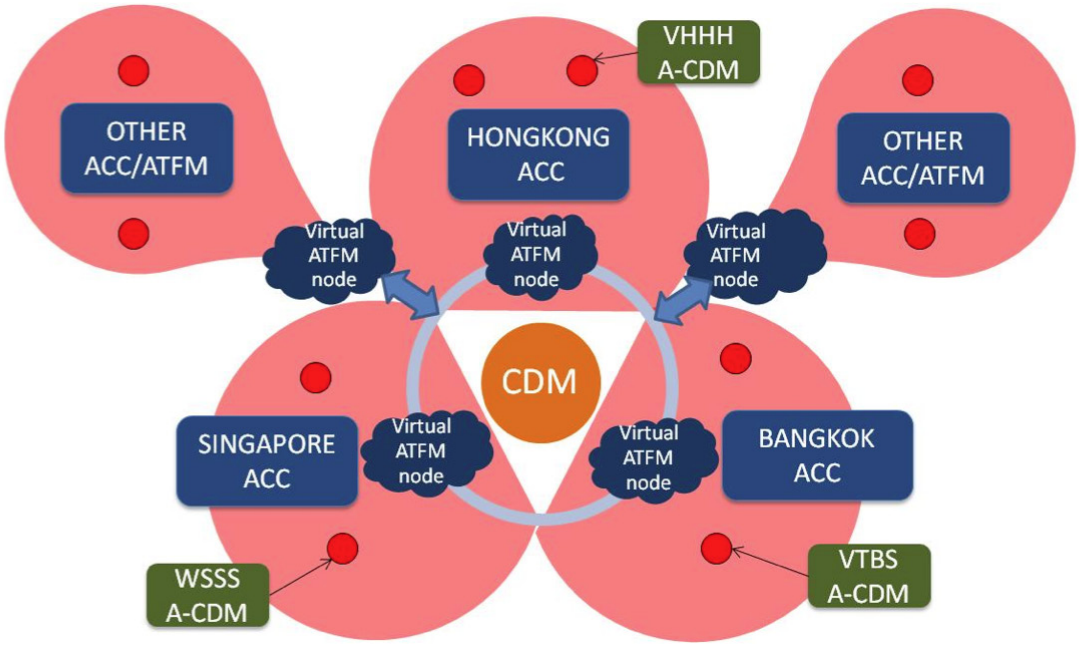
The concept envisages airports and airspace fitting into virtual ATFM nodes connected through CDM. Aviation partners within each virtual ATFM node's catchment areas would work together and cross-node through CDM to exchange CDM/ATFM data, collaborate and cooperate to implement appropriate ATFM measures to optimise air traffic.

CAAS and Airbus ProSky (APS) have embarked on a collaborative research project to improve the ATM framework. One such collaboration focuses on the proof of an ATFM concept. This runs concurrently with the tripartite initiative to assist in the completion of the proof of concept research thus providing a viable ATFM/CDM concept which might be considered for adoption by willing ANSPs in the region.

While Concept of Operations are being developed through the research project, the CDM/ATFM team continue work to setup the CDM information sharing network through twice-daily telephone conferences exchanging expected traffic congestion due to capacity reducing events such as adverse weather and facility maintenance, with an operational trial planned in August 2013.

The CDM/ATFM collaborative concept is meant to be scalable and inclusive. When the Concept of Operations matures, collaboration and cooperation with all aviation partners involved including the recently established ICAO Asia-Pacific Regional Sub-Office (Beijing) would be paramount.

In tandem, FAA, DCA Malaysia, DCA Thailand and AEROTHAI are involved in the APEC Air Traffic Management Emissions Reduction Project which aims to study the



CDM/ATFM Collaborative Concept

economic and environmental benefits of CDM/ATFM implementation on Bangkok – Kuala Lumpur city pair as well as other areas in the region. The APEC project has been awarded to Airbus ProSky, which enables the project to complement the development of the CDM/ATFM collaborative concept also being developed for the region.

In order to facilitate eventual integration of the two projects, DCA Malaysia has agreed in principle to join the collaboration efforts from the next CDM/ATFM team meeting to be held in September 2013.

The CDM/ATFM team and the APEC project came together at a crucial moment when the ICAO Asia-Pacific Seamless ATM Plan had just been approved by the ICAO Asia-Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) in June 2013 along with a conclusion to reconvene the ICAO Asia-Pacific ATFM Steering Group (ATFM/SG) tasked to develop a common harmonised framework to manage air traffic flow in the region in the face of strong traffic growth, while urging States/Administration to support the work of the ATFM/SG by the delegation of appropriate expertise with the ultimate goal of seamless ATM operations across the region.

Meanwhile, on a global scale, Hong Kong, China, Thailand and CANSO, as parts of the ICAO ATFM Manual Coordination Team, have been supporting ICAO efforts to develop the Manual on Collaborative ATFM (Doc 9971), with a draft presented to the ICAO Air Navigation Conference (AN-Conf/12) in November 2012. Based on feedback received at the AN-Conf/12, ICAO continued to rely on the ATFM Manual Coordination Team to further develop the manual.

The revised Manual is now ready for release at the Advanced ATM Techniques Symposium and Workshops in Montreal on 4 – 6 November 2013. The event, jointly hosted by ICAO, IATA, CANSO and ACI, is the first event of its kind in a joint effort to align training and implementation of the ICAO Aviation System Block Upgrade (ASBU) concept. This event would be crucial for CANSO Members and interested parties to attend to advance towards seamless ATM operations globally.

CANSO Asia-Pacific Conference 2013 Focused on Innovation and Collaboration

The CANSO Asia-Pacific Conference attracted a record turn-out of 167 participants from 59 organisations.

Held in bustling Jakarta, the capital of Indonesia, the conference was officially opened by the Indonesian Vice-Minister of Transportation Dr Bambang Susantono.

Vice-Minister Dr Bambang Susantono of Indonesia declaring the conference open

The conference saw the participation of the Association of South East Asian Nations (ASEAN) for the first time, represented by the Chairman of the ASEAN Air Transport Working Group Dr Voradej Harnprasert whose presentation on air transport liberalisation in ASEAN and the expected growth in air traffic underlined the significant ATM challenges faced by the region.

In discussing its theme "Transforming ATM Performance through Innovation and Collaboration" the conference recognised that with continued traffic growth every stakeholder had a role to play. Innovation need not be in quantum leaps and could be in small steps; and it should encompass not just technology but operational concepts and procedures and even business models.

Collaboration required a shared vision and a mindset change towards a win-win outcome for all. The diversity of the region as reflected in the different levels of ATM development posed a major challenge that can only be overcome by a strong commitment to work together.

Two ATM workshops were held as part of the conference programme. The first was on Collaborative ATM Operations and the second on ATM Safety. The Asia-Pacific Regional Work Groups on Safety and Operations also took the opportunity to meet on the first day to discuss common issues and to develop action plans in their respective areas. Topics discussed range from having a common SMS framework for the region to implementation of the ICAO Aviation System Block Upgrades such as CDM, ATFM and ADS-B.

At the conference we warmly welcomed our latest member, the Japan Civil Aviation Bureau (JCAB) to the global CANSO family. JCAB was represented by its Director General of the ANS Department Mr Masashi Omoda and its Director of International Air Traffic Affairs Office Mr Kazuto Suzuki. JCAB's membership was a great way to mark the 5th anniversary of the CANSO Asia Pacific Office and I would like to take this opportunity to acknowledge the encouragement and support of the President of ATCA-Japan Mr Toru Nakarmura who was also present at the conference in Jakarta.

By all accounts, this year's CANSO Asia-Pacific Conference in Jakarta was a resounding success not only for the quality of participation and ideas exchanged but also in the high level of networking opportunities. We look forward to next year's conference which would be hosted by Airport and Aviation Services (Sri Lanka) Limited in Colombo.

Asia and South Pacific Initiative to Reduce Emissions (ASPIRE)

By Mr Kazuto Suzuki, JCAB, Chairman of ASPIRE

The Asia and Pacific Initiative to Reduce Emissions (ASPIRE) is a partnership of air navigation service providers focused on environmental stewardship in the region. The ASPIRE partnership was initiated by the signing of the ASPIRE Joint Statement of Purpose by Airservices Australia, Airways New Zealand, and the Federal Aviation Administration at the Singapore Airshow in February 2008. The partnership has since grown to include the Civil Aviation Bureau, Japan (JCAB), the Civil Aviation Authority of Singapore (CAAS), and Aeronautical Radio of Thailand Limited (AEROTHAI). Unlike regional collaborations focused primarily on technology demonstration, the ASPIRE partnership is a comprehensive approach to environmental stewardship for the region. Under ASPIRE, current and future partners pledge to adopt and promote best practices that have demonstrated and proven success in the reduction of greenhouse gasses, as well as to the development of work programs to promote future gains for the environment.

The ASPIRE partners are focusing on expansion of the partnership to include additional air navigation service providers and airlines in the region. Recognizing that the greatest benefit will be delivered through the broadest collaboration, the ASPIRE partners are seeking to expand the partnership by encouraging airlines and ANSPs who share our environmental values to become ASPIRE partners. Interested providers will be asked to demonstrate clear environmental initiatives in their current or near term work programs that contribute to and align with the overall goals of ASPIRE.

Mr Suzuki at the recent Asia-Pacific DGCA Conference

Japan Airlines (JAL) partnered with Japan Civil Aviation Bureau (JCAB) in the ASPIRE-Daily programme, which led JCAB to decide that Tokyo (Haneda)-San Francisco operated by JAL (flight number JAL2) should be the first nominating city pair associated with Japan.

Three ASPIRE-Daily best practices, which are user preferred route (UPR); 30/30 Reduced Oceanic Separation; and Arrivals Optimisation (Tailored Arrivals at San Francisco), can be utilised by JAL2.

JAL has operated RNP4 (required navigational performance) certified aircraft operation over the Pacific Ocean since June 2013, including Tokyo-San Francisco. Therefore, JCAB and the Federal Aviation Administration (FAA) are now preparing for the joint nomination of Tokyo (Haneda)-San Francisco for ASPIRE-Daily city pair, which is due to start in August 2013.

According to JAL's estimates, 200lbs per flight of fuel savings can be expected by JAL2 utilisation of UPR, and 1,000lbs per flight by Tailored Arrivals. Furthermore, an additional 70lbs per flight can be saved by applying 30/30 to JAL2 with RNP4, comparing to existing 50/50 with RNP10 based on the estimation by a Japanese research institute.

In total, it's estimated that JAL2 can save more than 212,000lbs per year by taking into account the utilisation of these best practices for the past 12 months.

This means that just the JAL2 flight, one-way flight from Tokyo to San Francisco in low density traffic, can contribute to savings of about 300,000 kg of CO_2 emissions per year by utilising these three ASPIRE-Daily best practices.

For more information such as progress, performance, and programme updates from the ASPIRE Partnership, please visit the ASPIRE website at **http://www.aspire-green.com/**

ICAO Announces the Opening of its Regional Sub-Office

During its 199th Session, the ICAO Council endorsed a recommendation from the Secretary General to establish a Regional Sub-Office (RSO) for the Asia-Pacific Region in Beijing, China. Ms. Nancy Graham, Director of the ICAO Air Navigation Bureau announced this week that the office is now 'open for business'.

According to ICAO, based on Passenger Kilometers Performed (PKP), the Asia-Pacific Region is the largest market carrying 30 per cent of world traffic. Last year, the airlines of this region posted a 6.4 per cent increase over 2011. ICAO therefore felt it necessary to create a more effective presence in the region. The office is now operational and strategically located in Beijing, China where the domestic market has increased by 10.3 per cent over 2011.

The new RSO will operate on a project-oriented basis, focusing on three key success criteria, namely:

— Improve safety and efficiency of flight operations through innovative procedures.

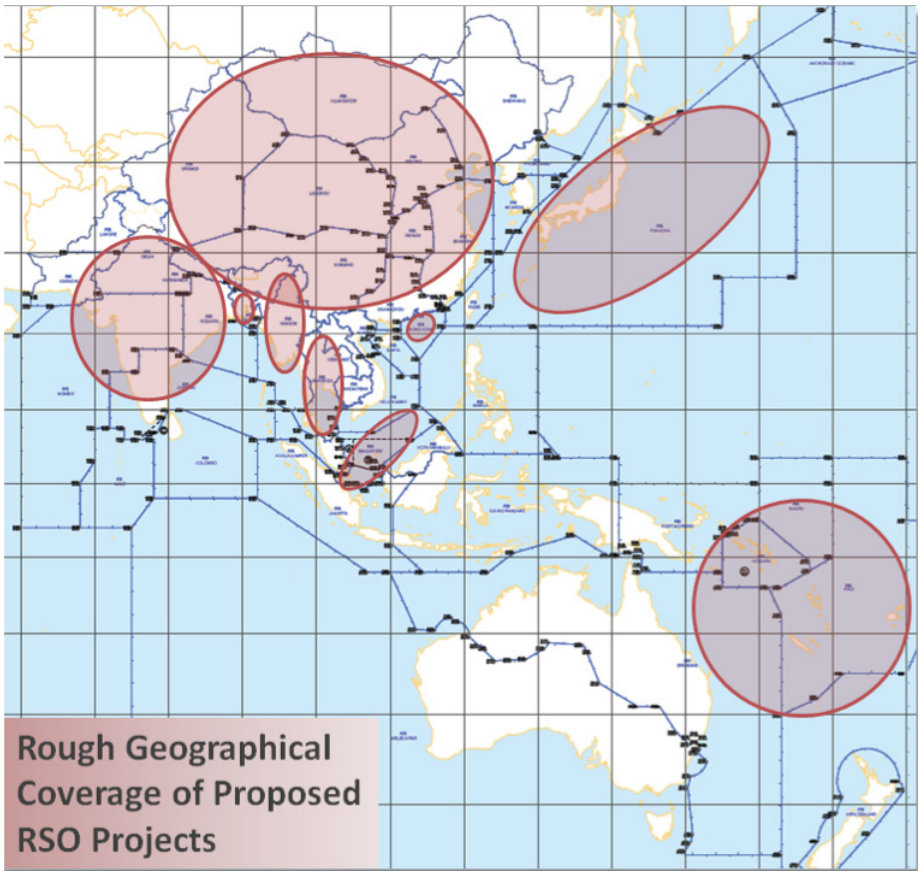
— Enhance airspace capacity and efficiency to accommodate Asian aviation growth.

— Optimise ATM operations via collaborative management of traffic flow.

Ms. Graham remarked, "ICAO, working closely with IATA, ACI and CANSO, established this common success criteria that is in the best interests of aviation and important for all".

Key focus areas in projects planned in the short-term, some of which are already underway are Performance Based Navigation (PBN) procedures for high-density airports in the region and across ATS continental and oceanic routes with clear targets. Flexible Use of Airspace (FUA) as a cooperative mechanism between civil and military authorities has been conceptualised and 50 per cent of States that have military airspace are to establish conditional ATS routes that go through military airspace by Q4 2015. An Air Traffic Flow Management (ATFM)/Collaborative decision-making (CDM) unit under the RSO will develop a regional framework for collaborative management of traffic flows between ATS Units. 50 per cent of the area centres and aerodromes serving high density traffic are targeted to implement ATFM with CDM during 2015.

CANSO Regional Director for the Asia-Pacific Region, Mr. Hai Eng Chiang welcomed the move, adding that the RSO would provide additional resources and greater focus on the priority areas for ATM in the region.



Airways New Zealand: a Small ANSP Delivering Future Concepts

Originally published on the CANSO website in May 2013

Observations from Airways' Chief Operating Officer (NATS' ex-Operations Director) after eight weeks in the job.

Airways new COO, Pauline Lamb, says New Zealand's unique and diverse airspace, and the experience and competence of Airways people, means that it might just have the "magic ingredients" to make its mark on the rest of the world.

"I think we have all the components you need to make New Zealand the global showcase for air transport," says Lamb. "Airways will become the ANSP others see as delivering future concepts in partnership with our airlines, airports and regulator, while others continue to talk about it".

Commenting on her first few weeks in the job, Lamb says the pace has been unrelenting and thoroughly enjoyable.

"I'm struck by the passion, great spirit and purpose Airways people display and the warm welcome I've been given. What I see, hear and feel is that anything is possible - it's just up to us to create it."

"Already New Zealand has airlines starting to focus on arriving on time rather than departing on time. Airways' Arrival Manager System (AMAN) and Collaborative Arrivals Manager (CAM) are saving airlines millions of dollars in fuel, reducing CO_2 emissions and making delays insignificant, if compared with European measures."

"We have content airline customers, because their customer, the traveller, knows he/she will arrive on time. Ten minute connection times are possible and you can turn up at the airport fifteen minutes before scheduled departure and have time to spare."

"Airways solution development capability is delivering results – PBN in Queenstown is seriously impressive and a great example of an ANSP, airline, regulator and an airport working together to get clear what they need and deliver a significant capacity improvement."

Other innovations include the Flightyield next generation aeronautical billing and revenue service, where differential charging is possible, it's flexible, adaptable, accurate and has been working effectively in NZ for some time. It's also low in administrative overhead.

"To be honest, I've been impressed by what we have in New Zealand and I'm the first to say that we have a big job ahead to turn all the 'bits' of the picture into a masterpiece, but I'm confident that it's possible," says Lamb.

Before joining Airways, Lamb built a long and successful career at NATS in the UK, starting as a controller in 1983 and subsequently gaining extensive management experience in the enroute, terminal and airport air traffic control environments.

Her most recent role at NATS was Operations Director, delivering air traffic control services across Central and Northern England, Scotland and the North Atlantic. Pauline had responsibility for safety across NATS operations and strategic planning to ensure the correct investments and relationships were made to meet the needs of future air traffic management in the UK and over the North Atlantic.

Lamb has led a number of successful major change programmes at NATS, including introducing new computerised systems in safety-critical environments, and spearheading a step-change in improving safety culture at Glasgow Airport during her role as General Manager Glasgow Airport.

Lamb says that NATS is different to Airways as it's considerably bigger with a huge amount of well-established processes. A large portion of its revenue comes from its regulated business - like Airways. Unlike Airways, NATS has to navigate through European and UK regulation and respond to European targets, as well as its diverse customer base.

"I'm looking forward to working with our Australian neighbours and creating capability in Airways to support our global aspirations. Airways has an involved and supportive Board, a driven and charismatic CEO who wants to make a difference and a workforce that I see is up for the challenge. We also have greater freedom here to create, develop and promote leading methodology for the ATM world."

On moving to Christchurch, a city still rebuilding from the devastating earthquakes two years ago, Lamb agrees it was a big decision.

"I lived in Ayr (Scotland) and spent time in Prestwick, London, Southampton, Brussels and Dublin with work and a lot of time with family and friends at home. If you'd asked me six months ago if I would have moved to New Zealand I'd have said you were barking mad. I first got an email from a headhunter and I deleted it, but then I couldn't stop thinking about it. After two weeks I dug the email out and responded.

Something about Airways and New Zealand felt right. I wanted to experience a new organisation, a new culture and a new environment and needed a fresh challenge. People are really welcoming, it is more relaxed (outside work), and it certainly rains less than the west coast of Scotland.

"Watch this space," says Lamb to other ANSPs. "I think you'll find there's a lot to be learnt from Airways New Zealand – I certainly have in my first few weeks."

AAI and MITRE Corporation Join Hands to Establish R & D Capability in Air Navigation Services

Originally published on the CANSO website in April 2013

Airports Authority of India (AAI), as a major air navigation service provider, has embarked upon CNS/ATM infrastructure modernisation with the objective of ensuring safety, efficiency, and cost-effectiveness of aircraft operations with environmental benefits on a long-term and sustainable basis. Developing an in house capability by establishing an efficient R&D system in the field of CNS/ATM is therefore essential to support various on-going initiatives.

Considering the need for developing the Research capability, AAI and MITRE Corporation have signed two agreements that would establish a technological centre with a host of laboratory capabilities for CNS/ATM research and development in India. The MITRE Corporation is a non-profit organisation based in the United States that provides systems engineering, research and development, and information technology support to the US government. AAI has partnered with MITRE since 2006 for many its CNS/ATM activities including PBN (Performance Based Navigation) implementation.

In its continuing efforts to exploit the on-going professional relationship between AAI and MITRE leading to ATM research and Development in the country, the two agreements have been signed within the framework of the existing MOU, one for "MITRE's System Engineering support to AAI for developing a Technical Centre" and another for "transferring technology and knowledge to AAI for ATC Human- In –The- Loop (HITL) computer simulation capability".

The proposed technical centre will provide comprehensive laboratory capabilities to support AAI's daily ATM operations and maintenance, performance analysis and research and development. The technical centre will pave the way for AAI to ensure inter-operability among diverse systems, financial, technical and operational feasibility of new CNS/ATM solutions and proper return on investment.

As it is proposed to develop the Technical Center progressively, MITRE would initially support technology and knowledge transfer to AAI for HITL simulation capability as its first laboratory capability. HITL computer simulation is real time ATC simulation that requires human interactions along with airborne and ground automation to manage traffic in an operational scenario.

HITL is a capability that permits identification of ATC problems, developing solutions to difficult ATC problems and achieving cost efficient deployment of new solutions for ATC problems. The tool will also identify issues and propose solutions when operators experience operations problems, identify potential safety hazards and obtain controller and operator acceptance for proposed procedures. The tool will also permit quantification of benefits from new airspace and procedures designs when implemented in airspace. AAI being the first sponsor of MITRE for HITL Technology is only one of the very few advanced aviation research Organisations in the world to possess such a capability.

The agreements were signed by Mr. V. Somasundaram, Member (ANS) and Mr. Gregg Leone, International Director, MITRE Corporation, USA in the presence of Mr. V.P. Agrawal, Chairman, Airports Authority of India and other top MITRE and AAI officials. Mr. V.P. Agrawal speaking on the occasion remarked: "Having made substantial improvements in CNS-ATM infrastructure to cope with the growing traffic demands, MITRE's professional expertise and support to AAI will go a long way in AAI developing and strengthening the much-needed research base for AAI."

Mr V.Somasundaram, Member (ANS), after signing the agreements said:" AAI has made a strategic move to develop long term relationship with MITRE for technical support and knowledge transfer in areas of CNS-ATM planning/ implementation. By signing the two agreements, we are confident that we will acquire the research capability to address critical CNS-ATM related issues and become an ANS Center of excellence in the region."

Mr. Gregg Leone, International Director or MITRE recalled the successful PBN implementation in India and said "PBN success is a standing testimony for the fruitful relationship between MITRE and AAI. Through signing the two agreements, professional relationships between MITRE and AAI will be further strengthened to support AAI's mission of enhancing safety, efficiency and capacity of its airports/airspace."

World ATM Congress

The World of ATM Returns to Madrid

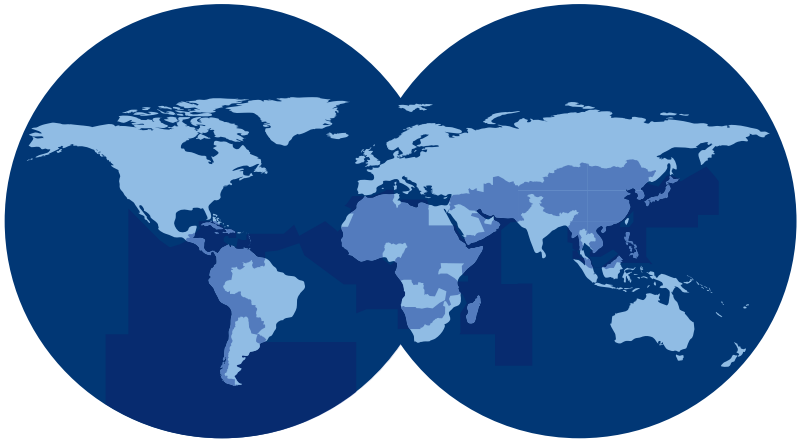
4 – 6 March 2014

www.worldatmcongress.org

CANSO Members

CANSO – the Civil Air Navigation Services Organisation – is the global voice of air navigation service providers (ANSPs) worldwide. CANSO Members support over 85% of world air traffic. Members share information and develop new policies, with the ultimate aim of improving air navigation services (ANS) on the ground and in the air.

CANSO represents its Members' views in major regulatory and industry forums, including at ICAO, where it has official Observer status. CANSO has an extensive network of Associate Members drawn from across the aviation industry. For more information on joining CANSO, visit www.canso.org/joiningcanso.



Lighter areas represent airspace covered by CANSO Members

Full Members - 79

- Aeronautical Radio of Thailand (AEROTHAI)
- Aeroportos de Moçambique
- Air Navigation and Weather Services, CAA (ANWS)
- Air Navigation Services of the Czech Republic (ANS Czech Republic)
- AirNav Indonesia
- Air Traffic & Navigation Services (ATNS)
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- Airservices Australia
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- Austro Control
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- Belgocontrol
- Bulgarian Air Traffic Services Authority (BULATSA)
- CAA Uganda
- Civil Aviation Authority of Bangladesh (CAAB)
- Civil Aviation Authority of Botswana
- Civil Aviation Authority of Singapore (CAAS)
- Civil Aviation Authority of Swaziland
- Civil Aviation Regulatory Commission (CARC)
- Department of Airspace Control (DECEA)
- Department of Civil Aviation, Republic of Cyprus
- DFS Deutsche Flugsicherung GmbH (DFS)
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- DSNA France
- Dutch Caribbean Air Navigation Service Provider (DC-ANSP)
- ENANA-EP ANGOLA
- ENAV S.p.A: Società Nazionale per l'Assistenza al Volo
- Entidad Pública Aeropuertos Españoles y Navegación Aérea (Aena)
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- Finavia Corporation
- GCAA United Arab Emirates
- General Authority of Civil Aviation (GACA)
- Hellenic Civil Aviation Authority (HCAA)
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- Israel Airports Authority (IAA)
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- Irish Aviation Authority (IAA)
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- Japan Civil Aviation Bureau (JCAB)
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- Kenya Civil Aviation Authority (KCAA)
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- Malta Air Traffic Services (MATS)
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- NAV Portugal
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- ORO NAVIGACIJA, Lithuania
- PNG Air Services Limited (PNGASL)
- Polish Air Navigation Services Agency (PANSA)
- PIA "Adem Jashari" - Air Control J.S.C.
- ROMATSA
- Sakaeronavigatsia Ltd
- S.E. MoldATSA
- SENEAM
- Serbia and Montenegro Air Traffic Services Agency (SMATSA)
- Serco
- skyguide
- Slovenia Control
- State Airports Authority & ANSP (DHMI)
- State ATM Corporation
- Tanzania Civil Aviation Authority
- Trinidad and Tobago CAA
- The LFV Group
- Ukrainian Air Traffic Service Enterprise (UkSATSE)
- U.S. DoD Policy Board on Federal Aviation

Gold Associate Members - 14

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- Boeing
- BT Plc
- FREQUENTIS AG
- GE Air Traffic Optimization Services
- GroupEAD Europe S.L.
- ITT Exelis
- Lockheed Martin
- Metron Aviation
- Raytheon
- SELEX Sistemi Integrati S.p.A.
- Telephonics Corporation, ESD
- Thales

Silver Associate Members - 65

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- Aireon
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- ARINC
- ATCA – Japan
- ATECH Negócios em Tecnologia S/A
- Aviation Advocacy Sarl
- Avibit Data Processing GmbH
- Avitech AG
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- EADS Cassidian
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- European Satellite Services Provider (ESSP SAS)
- Emirates
- Entry Point North
- Era Corporation
- Etihad Airways
- Guntermann & Drunck GmbH
- Harris Corporation
- Helios
- Honeywell International Inc. / Aerospace
- IDS – Ingegneria Dei Sistemi S.p.A.
- Indra Navia AS
- Indra Sistemas
- INECO
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- Integra A/S
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- Micro Nav Ltd
- The MITRE Corporation – CAASD
- MovingDot
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- RTCA, Inc.
- Saab AB
- Saab Sensis Corporation
- Saudi Arabian Airlines
- SENASA
- SITA
- Snowflake Software Ltd
- STR-SpeechTech Ltd.
- TASC, Inc.
- Tetra Tech AMT
- Washington Consulting Group
- WIDE

Correct as of 10 July 2013. For the most up-to-date list and organisation profiles go to www.canso.org/cansomembers