

Civil Air Navigation Services Organisation



Efficiencies of Single Skies

Alexander ter Kuile - Secretary General

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Presentation Content

- **Introducing CANSO**
- Single Sky concept

Introducing CANSO

- Civil Air Navigation Services Organisation
- Represents the world's ANS providers
- Founded 1998, based in Amsterdam
- Worldwide 27 Full & 27 Associate Members

Introducing CANSO

- Members control 56% of world's airspace
- Members control 81% of world's air traffic
- Members handled 43 Million flights in 2000

Members CANSO

- Support 'Customer focussed' ATM approach
- Service Providers separated from Regulation
- Financial autonomy, commercial freedom
- Change Process: culture, staff, methodology

CANSO Members

Aerothai – Thailand
AENA – Spain
ANS Czech Republic
ATNS South Africa
Airservices Australia
Airways Corp. New Zealand
Austro Control
Belgocontrol
CAA Uganda
DFS - Germany
ENAV - Italy
Estonian ANS
Irish Aviation Authority
Kazaeronavigatsia
LGS – Latvia
LPS – Slovakia
LVNL – the Netherlands
MoldATSA Moldova
NATS UK

NAV Canada
NAV Portugal
Naviair Denmark
Oro Navigacija Lithuania
Roberts FIR
skyguide
ROMATSA Romania
UkSATSE Ukraine

AEA Technologies
Airbus
Air Canada
ARINC
Boeing ATM
British Airways
CAA Slovenia
Comsoft
Concordia University
FAA
Frequentis
HungaroControl
Indra Sistemas
Innovative Solutions
Integra
Lockheed Martin ATM
LFV Sweden
MITRE
NATAM Norway
Orthogon
PriceWaterhouseCoopers

Raytheon
SCTA France
SITA
Thales ATM
Unisys R2A Transport Management Consultants

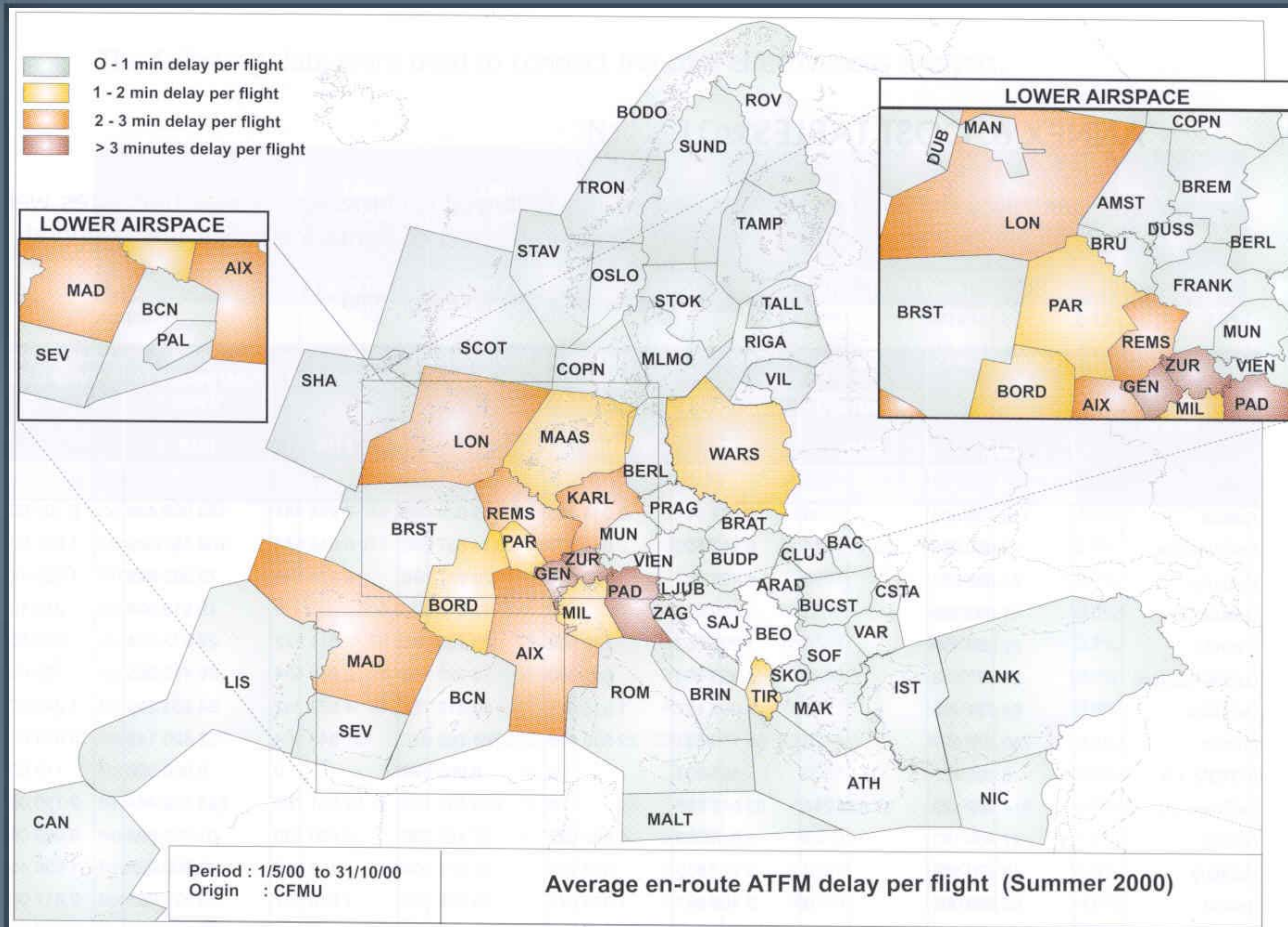
CANSO Goals

- Promote safe, efficient & cost effective ANS
- Develop common industry solutions
- Represent members with international bodies
- Support members to improve customer focus
- Achieve recognition of 'Corporatised' services

Presentation Content

- Introducing CANSO
- **Single Sky concept**

European ATM System Today



European ATM is a 'Classic' system

Results of ANS Corporatisation

Before



After

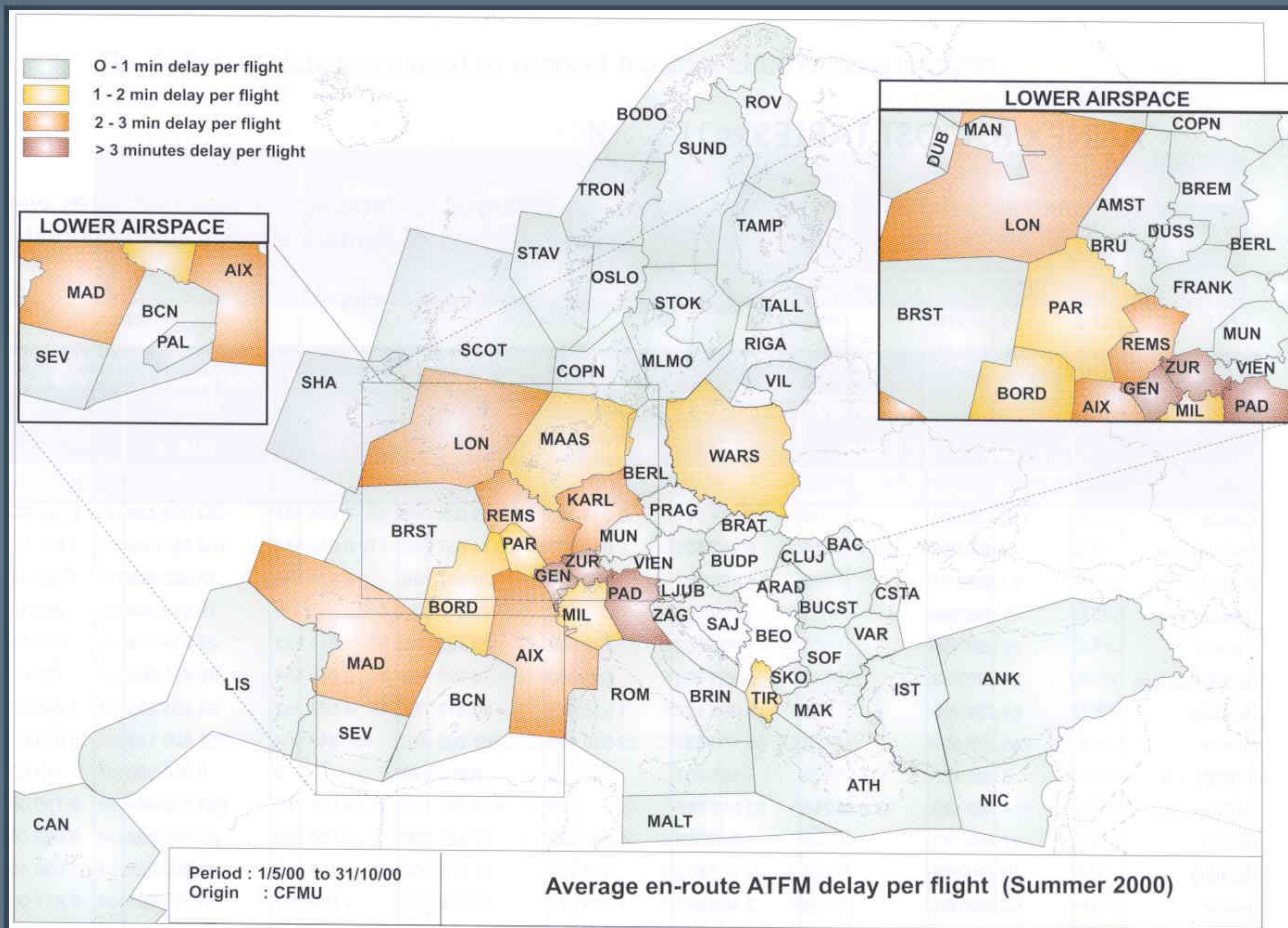


Consolidation by Airservices Australia

Future ATM = Global System

- Navigation based on Satellite Systems
- Harmonisation of Ground Systems
- Standardisation of Aircraft Systems
- ATM design for efficient use of airspace
- National borders are disappearing

European ATM System Today



Source: Eurocontrol

European ATM System Today

- 44 European States
- 57 ANSP's = 31 Civil, 21 Military, 5 Integrated
- 71 ACC's
- ± 42.000 staff
- ± 18.000 ATCO's

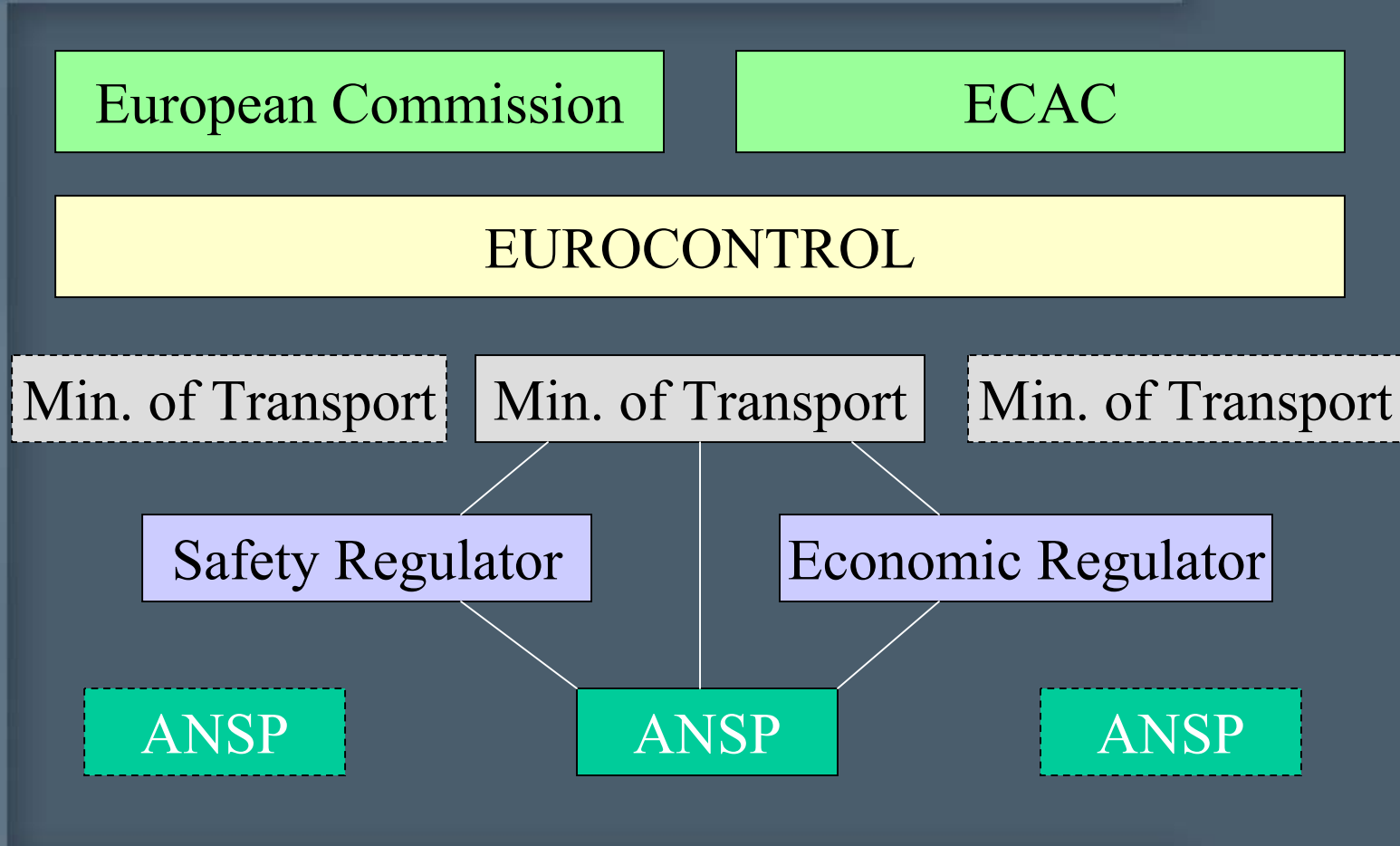
European ATM Compared

	Europe*	N. America#	Australia
Total Km ² (mill.):	6.120	19.344	7.682
ANSP's:	57	2	1
ACC's:	71	29	2
Staff:	42'000	35'450	2'861
Airports (+ 1mill):	114	104	9
Movements (mill.)	17.2	22.5	1.5

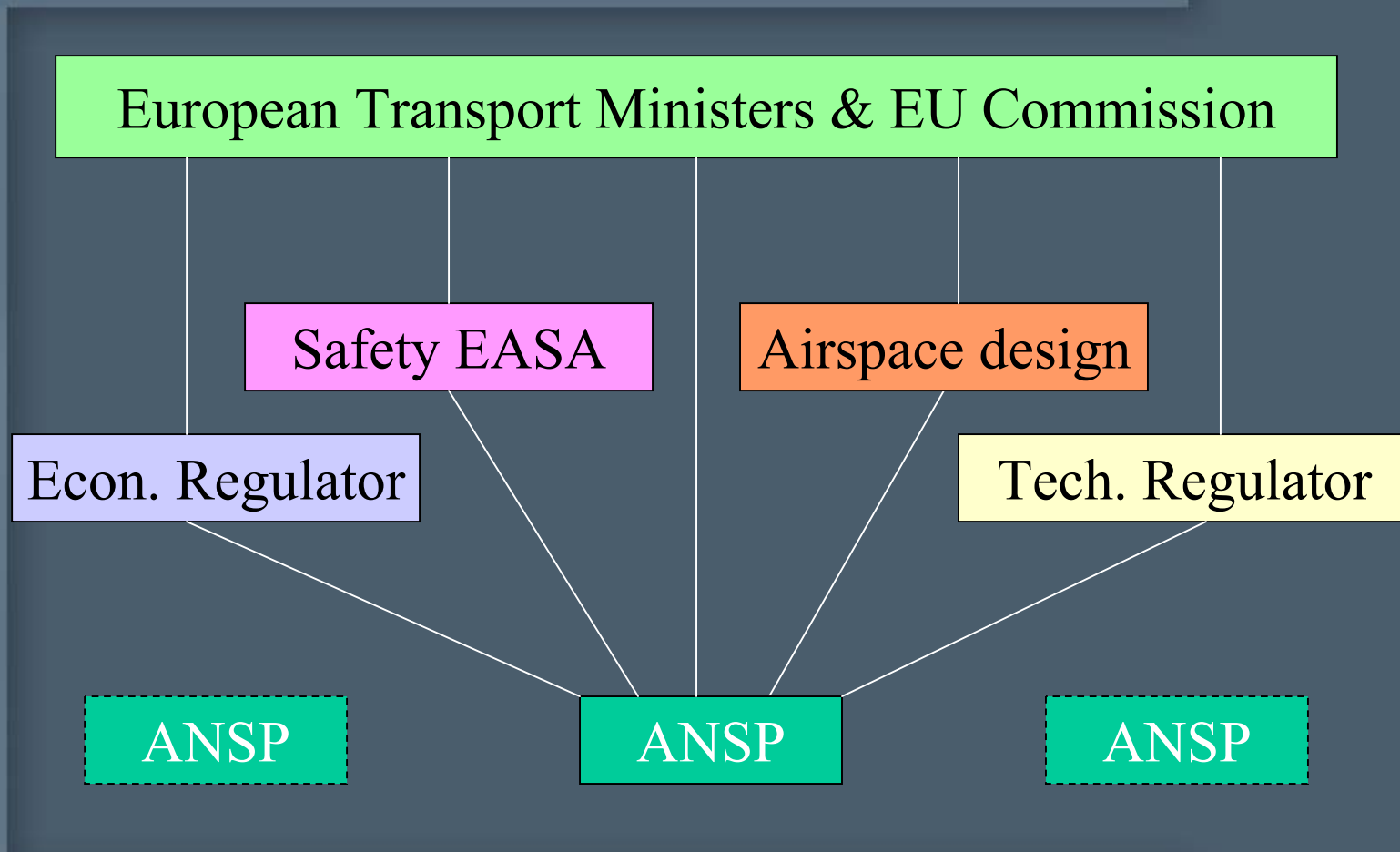
* From Iceland to Turkey

USA & Canada

ATM Institutional Structure



Possible SES Regulation Structure



European Commission recognises

- Flight delays due to capacity constraints
- High cost of operating European ATM system
- Political desire to create 'Single European Sky'
- Need to change European 'Consensus' model
- Create incentives & competition in the system

European achievements

- EU deleted economic boundaries
- EU deleted financial boundaries
- EU harmonised political boundaries
- 1961 European vision of Single European Sky
- 2002 Europe is still talking !

European ATM Needs Review

- Role of national boundaries
- Role of national ANS provision
- Role of separate Civil & Military ANS
- Seek efficiencies & simplifications
- Eurocontrol: Separate Regulation & Provision

Single European Sky decided where ?

European Political level

National Political level

Corporate and Institutional level

Operational & Technical level

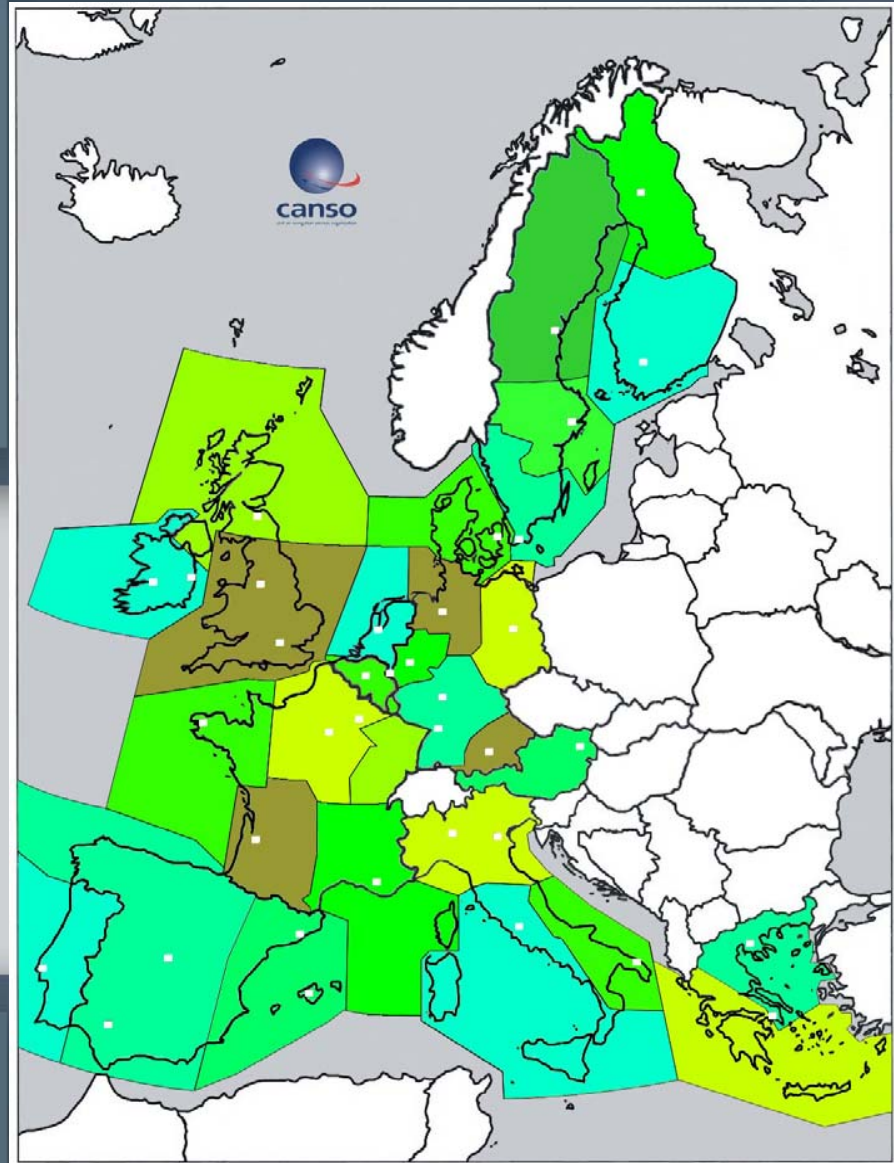
Vision for the Future must come from Top

Vision of a Single European Sky

- One European ATM environment
- One continent, one framework, several providers
- Airspace designed for flight, not state boundaries
- Safe, Cross border, Cost effective, Efficient

Single European Sky

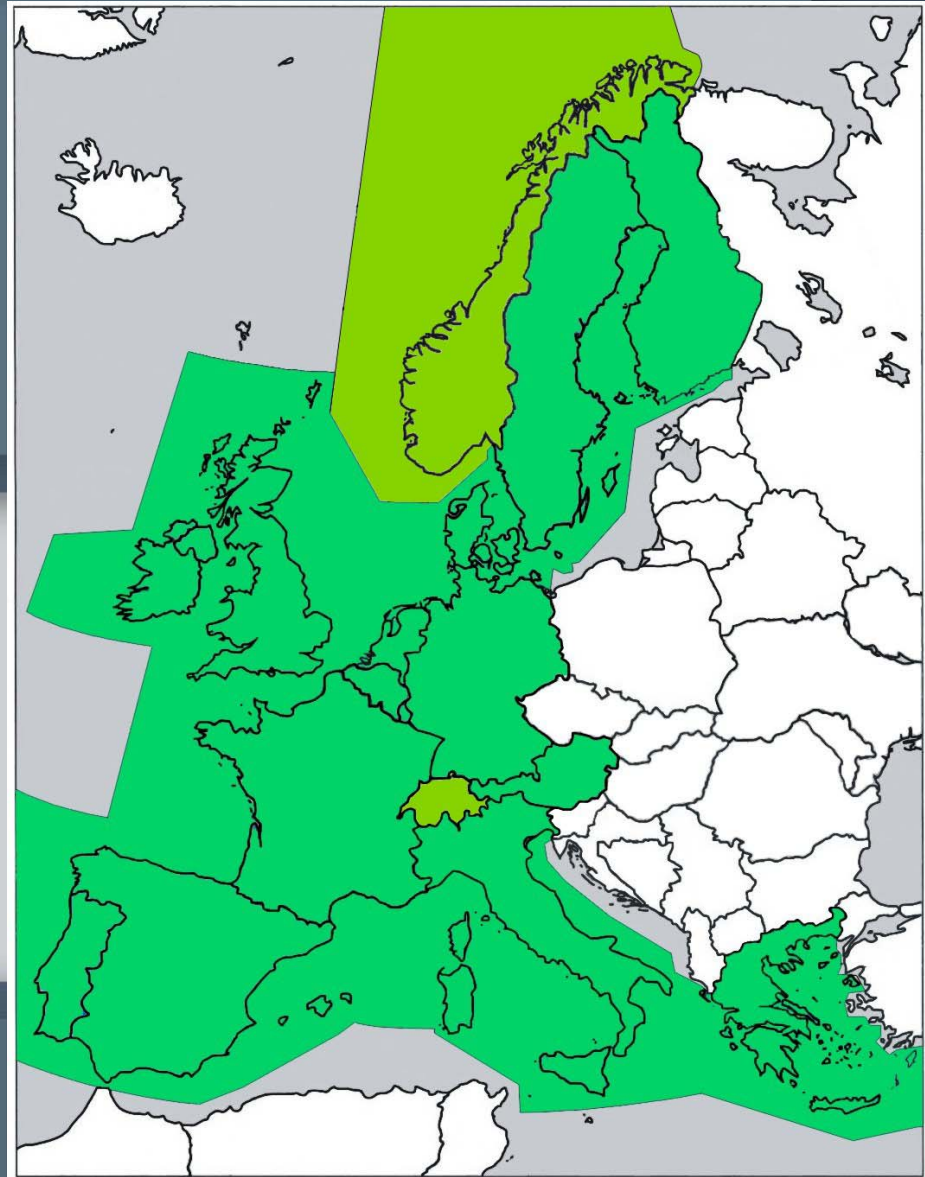
- 15 EU Member States
- Airspace without frontiers
- Upper Airspace initially
- Common design & mgt.



Single European Sky

One EUIR in upper airspace

- Harmonise Rules & Regul.
- Consolidation & Efficiency
- Interoperability
- Civil-Military cooperation



Single Sky Legislates Relationships

- ANSP – Regulators
- ANSP – ANSP
- ANSP – Customer
- ANSP – Military

Single European Sky Proposals

- Common Licensing, Rules & Obligations
- ANS provision open to New & Foreign ANSP's
- Initial three year license, thereafter competition
- Nations can appoint a foreign ANSP

Single European Sky proposals

- Commercial market for Meteo, AIS,
- Transparent accounts, per centre & service
- Mandatory harmonised reporting system
- Equipment & System standardisation

Challenges and Problems

- Politics: Slow in reaching agreements
- Issue of National Sovereignty
- Civil & Military requirements
- Role of EU, Eurocontrol, National Govt's
- Not supported by everyone

Conclusions



- **ATM Industry is changing**
- **New ATM frameworks**
- **Single Sky to simplify current patchwork of systems**
- **Goal to increase Safety, Capacity & Lower Costs**

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