

Jane's Airport Review

## View from the top

**Paul Riemens, CEO of LVNL, was re-elected as chairman of CANSO on 1 July 2014. Speaking with *IHS Jane's*, Riemens discussed future priorities and the issues facing air navigation service providers**

### **Frits Njio, Amsterdam**

The air traffic management sector faces a series of major challenges as the application of new technology brings about transformation in air transport. In particular, the air navigation service provider (ANSP) community must be agile enough to adapt.



*Paul Riemens, head of LVNL and chairman of CANSO. (LVNL)*

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"Increases in information availability between airports, aircraft, and ANSPs and in the navigational and decision-making autonomy of pilots in new-generation aircraft will transform the core status of ATM from making capacity available to managing 4-D trajectories," said CANSO Chairman Paul Riemens, who is also CEO of LVNL, the Netherlands ANSP.

He identified several obstacles to implementing swift and positive changes, citing difficulties over airspace sovereignty, as well as ownership and governance structures of airports and ANSPs. "I believe in leadership that taps energy deep within systems to spark the energy and ingenuity of entrepreneurship, and that a similar bottom-up approach to regulation and governance will create healthy competition between ANSPs and stimulate effective partnerships. My first priority is to continue to lobby for and promote policies, practices, and systems of governance that stimulate bottom-up innovation within the aviation system as a whole."

Riemens also wants to drive progress at a regional level, but this approach must take into account varying operational environments. "In Europe, we will lobby and work closely with the EC to find ways to stimulate collaboration and boost performance in a region with a uniquely complex airspace and multistate sovereignty," he said. "In the Middle East, we will strive to help give structure to the sector in a geography that is wrought by interstate conflict. In Africa, we aim to help further improve ANSP performance and infrastructure. In Latin America, we will continue to lobby to loosen ANSP ties to government and the military and to stimulate privatisation. CANSO expects the widest implementation of best practices in bottom-up innovation and collaboration within the aviation system in the high-growth Asia-Pacific region."

Above all, co-operation beyond the ANSP level is essential if meaningful change is to be achieved. "We have made it a priority to drive system-wide partnership and co-operation between ICAO, IATA, ACI, and CANSO," Riemens noted. "I aim to further strengthen our relationship with our counterparts in the airline and airport sectors, to drive cross-sector collaboration and new ways of working."

In 2013, CANSO launched its Vision 2020 strategic plan for the ATM sector, including deliverables across three broad areas: safety; operations; and policy. Riemens noted that the strategy is being adopted by ANSPs worldwide, and "Vision 2020 collaboration is now in the DNA of the ATM industry".

Initiatives over the past year have focused on promoting a culture of safety by developing new processes, guidelines, and tools to support ANSP safety management systems, and facilitating regional safety programmes.

"Operationally, we have played a leading role in developing blocks and modules in step with ICAO's Aviation System Block Upgrades [ASBUs]. We are currently helping ANSPs and governments to understand the ASBU methodology, make the right investment decisions, and implement effectively. We have also provided support on other operational measures including PBN [performance-based navigation] and air traffic flow management." Regional efforts to implement ADS-B have accelerated; CANSO completed in December 2013 a project involving the ANSPs of Indonesia, Singapore, and Vietnam for two trunk routes over the South China Sea. "We are also promoting ADS-B collaboration for routes over the Bay of Bengal and we are making good progress in Canada, Australia, and elsewhere."

CANSO policy achievements highlighted by Riemens include the launch in 2013 of the CANSO Global Runway Safety Initiative, which provides a runway safety toolkit for airports and ANSPs, as well as key tips for pilots and air traffic controllers. "Since the launch, runway incidents have diminished across the globe," he explained. "We've also introduced two robust ANSP safety tools: one for standardising risk evaluation and assessments and another to measure SMS [Safety



Management System] maturity from basic ICAO Annex 19 compliance to a mature system."

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