Speech of Aena’s Air Navigation Director
Inaugural act of the World ATM Congress

4th March 2014

Ms Lady Minister of Public Works

Mr General Director of CANSO

Mr ATCA President

Mr Secretary of State for Infrastructure, Transport and Housing

Ms General Secretariat of Transport

Mr President of Aena

Authorities

Ladies and gentlemen

Good morning to all,

I would like to thank the organisation for the invitation to participate, together with the Minister of Public Works and President of Aena, in the opening speeches of the second World ATM Congress held in Madrid, and in which, after the success of the first Congress held last year, the members of CANSO have continued their vision
The economic downturn begins to be marked by the gradual recovery of the sector whose traffic forecasts show a moderate growth in 2014. This new scenario that anticipates a change in the cycle enables us to look forward with optimism and firm step in the next few years.

In the past two years, improving efficiency by streamlining investment and optimising the use of resources, has led to a significant reduction in the Aena charge, contributing significantly to achieving the EU target to reduce costs. This policy, which has had a clear impact on the cost savings to users of our airspace, will continue to be our reference in setting strategic objectives and main aims of our organisation. Thus, those actions that result in a high benefit to our customers in the areas of operational, economic security, and service quality will be undertaken. This will cater for the major challenges we will face in the future.

The evolution of the European regulatory framework in our industry means we must make a major effort to adapt to the new regulations.

Specifically, from a technological point of view it will require a coordinated effort within the SESAR infrastructure deployment framework shown in the European Air
Navigation System Master Plan. In this context, it will be essential to establish the Deployment Manager, led by the operational industry. The EU regulation of the Common Pilot Project will identify key technologies to implement and develop a unique programme deployment, synchronising the activities of all stakeholders in the air transport sector. Thus, providers of air navigation services, airports and airspace users will align their investment plans. The activity of the Deployment Manager is a key element to optimise the harmonised start-up of new services that will require network-level implementation across Europe.

The Functional Airspace Blocks, or FABs, are described as the cornerstone for building a Single European Sky. Aena, together with NAV Portugal, continues the operational development of the functional airspace block FAB South West, which operates a strategic geographic area, interconnection node and gateway between Europe and Central and South America.

Its implementation involves a large number of technical and operational performances by service providers, in close coordination with the civil aviation authorities and national supervisory, national meteorological agencies and the Air Forces of the Spanish and Portuguese Governments. These actions will allow us to improve airspace capacity
and respond to the needs expressed by users, through the progressive commissioning of the Free Route and the concept of Flexible Use of Airspace that will mean a significant reduction in fuel consumption, and in the level of CO2 emissions, reducing environmental impact.

The European Commission continues with the implementation of its roadmap raising new sector reforms through its proposed SES II+. The aim of this legislative package is to improve efficiency and reduce the cost of the European air transport system; although to reach the levels set by the European Commission, will require structural changes in the sector. Europe must achieve common standards in air traffic management acting as facilitators, eliminating blockages that characterise a fragmented system.

Furthermore, a change of mentality will be needed so that organisations historically established as state monopolies, become leaders of the evolution of the sector, within a regulatory framework that facilitates market mechanisms in the provision of air navigation support services.

In any case, Aena is able to deal with this situation with expectations to contribute to these new requirements,
assuming the responsibilities that correspond to a results-oriented management and to our customers, allowing us to look in the context of the application of Community legislation to ambitious goals for the second reference period or RP2.

CANSO, as a recognised regional and global entity, will not be immune from this process. It will continue to be the vehicle to defend the interests of the air navigation service providers, particularly in the European context. At global level, CANSO continues to drive the smooth development of the air navigation system, so that the progress at regional level impacts on the benefit of the air navigation global community towards this ultimate goal that we all want to achieve, which is none other than a continuous seamless air space.

Finally, let me express and reiterate once again, Aena's commitment to the organisation of World ATM Congress, and to acknowledge and to thank ATCA and CANSO in the organising an event of this magnitude, of global relevance, and for choosing Spain and the city of Madrid for its celebration.

World ATM Congress is clearly the most important event to share best practices between service providers
and industry and learn how to improve the service we offer to all our clients. Thank you very much and welcome to Spain.

Thank you very much!