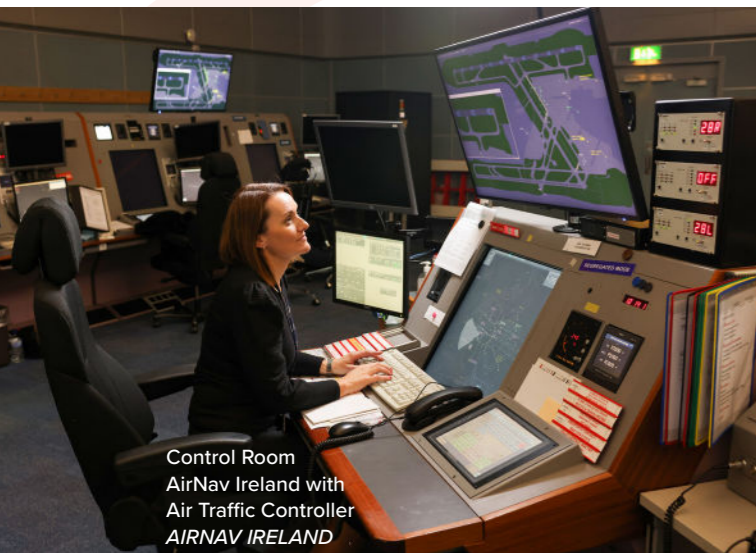


Lessons learned

AirNav Ireland CEO, Peter Kearney, shares challenges and insights as the newest ANSP



Control Room
AirNav Ireland with
Air Traffic Controller
AIRNAV IRELAND

Q As Europe's newest Air Navigation Service Provider (ANSP), what lessons from this transformation could benefit other regions considering similar changes?

While we ensured our 650 employees had a smooth transition with the vast majority of staff experiencing little to no disruption to their day-to-day way of work, the move has provided us with the opportunity to establish a new set of refined values, in addition to pursuing new commercial interests. Recognising it reflects best practice internationally, it would be naïve to think such a restructuring process could be delivered on a cost neutral basis, due for example, to the need to duplicate what had been shared or central functions such as IT, procurement or finance. We nonetheless delivered a complex process in an efficient manner without any impact to our excellent levels of service provision.

Q Where do you see the greatest challenges for ANSPs?

One of the greatest challenges facing policymakers is designing pan-European solutions for what could be considered regional or more localised

problems. We provide an excellent and cost-efficient service but are part of a system that is regularly berated. Ireland is one of approximately 25 ANSPs generating less than 5% of the total delay across the European system, but our Member State has made it very clear it is willing to embrace whatever measures are required to deliver further improvements despite our excellent capacity, environment, safety and cost performance.

Q What are AirNav Ireland's implementation priorities related to the new SESAR Master Plan?

We are keen to embrace the European ATM Master Plan and are very proud to have signed a contract with Thales alongside other members of the COOPANS Alliance for a major system upgrade that is being developed and will be implemented during the RP4 timeframe. We are also participating in a number of digital sky demonstrators in conjunction with S3JU and are very optimistic in this regard.

Q The North Atlantic corridor represents both a challenge and an opportunity for Ireland's unique geographic position. What emerging challenges do you anticipate in the future?

We recently hosted a North Atlantic Operations Forum in Dublin, and I am always amazed by the quality of teamwork on the Ocean, from effective coordination amidst unpredictable weather to embracing new technologies such as ADS-B. We have a very dedicated team at our communications centre in the West of Ireland, and in light of the prevalence of GNSS spoofing and jamming, I am optimistic that this will further extend the life of High Frequency (HF).

Q How does your participation in the COOPANS Alliance and A6 Alliance benefit AirNav Ireland?

There is a very passionate and committed community of ANSPs in Europe and whether it is CANSO, A6, SESAR or a EUROCONTROL forum, I have always found that there is an appetite to move things forward and do

the right thing. I had the pleasure of chairing the Air Navigation Services Board (ANSB) last year and A6 prior to this and it is truly remarkable to stand back and appreciate the level of investment across the network that is designed to bring constant improvements to airspace users.

Q How is UTM handled in Ireland after the creation of AirNav Ireland?

There is amazing work being carried out in this space on a day-to-day basis and I am proud to be in a project that is co-funded by the EU where collaboration is ongoing with the likes of Collins Aerospace, Manna Drones, and Shannon Airport in order to deliver enhanced automation for U-space and ATM integration. Overall, for UTM its future will be a feature of the National Aviation Policy that is currently being developed having regard to the programme of our newly elected Government.

Q As we look ahead, what are AirNav Ireland's strategic priorities for 2025/2026 in one sentence?

Deliver the RP4 Performance Plan to ensure we continue to obtain high satisfaction scores from our customers.

Q You will soon complete a fixed term since 2018. Do you plan to remain within this industry?

That's correct, and I am truly excited about embracing a much broader challenge. I feel energised and confident of delivering meaningful change where it is needed most.



PETER KEARNEY
Peter Kearney was appointed as Chief Executive Officer of AirNav Ireland in June 2018. Peter has a PhD in Future Air Traffic Management Systems.



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