



IFATCA presentation to the ATCEUC meeting BUC 30 March 2007

By Paul Neering



IFATCA

IFATCA's Recent Documents on Future ATM

- IFATCA on the Future of Global ATM
- SESAR: Mission Possible?
- Draft Executive Summary
(for a European ATM Concept of Operations)

available from www.ifatca.org



Context



ICAO
GLOBAL
CONCEPT

AVIATION
COMMUNITY

Transnational Organization
(EC, Eurocontrol etc.)

SES

SESAR
ConOps



Cooperation



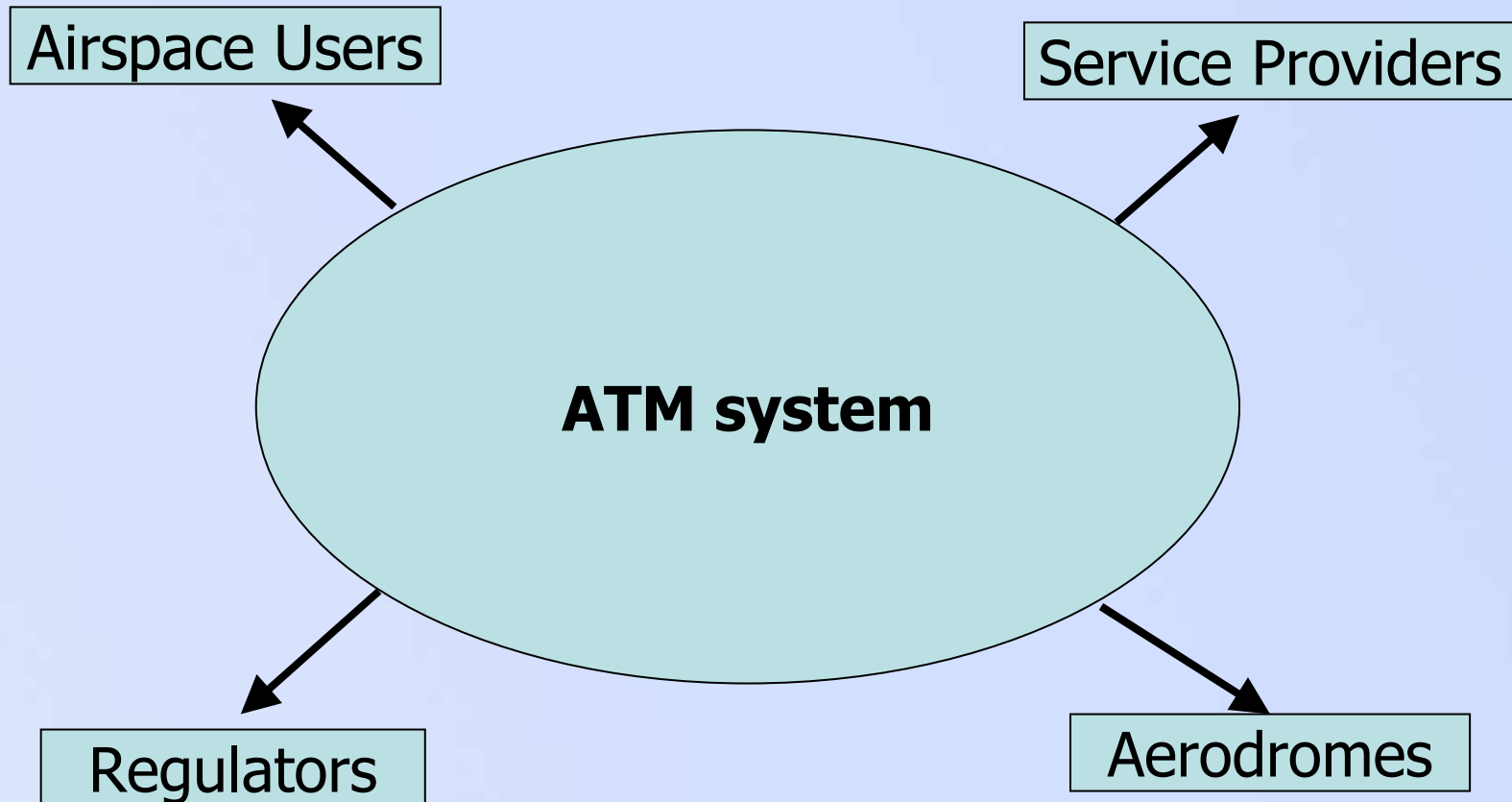
IFATCA considers that the most important enabler for future ATM is **CO-OPERATION**.

It is more important than choice of technology or any other enabler.



Today

ATM system distorted to address particular needs





Future

Our problems – our solutions – our benefits

ATM System

ATM Community

Aerodrome Community

Airspace Providers

Airspace Users

ATM Service Providers

ATM support industry

ICAO

Regulatory Authorities

States



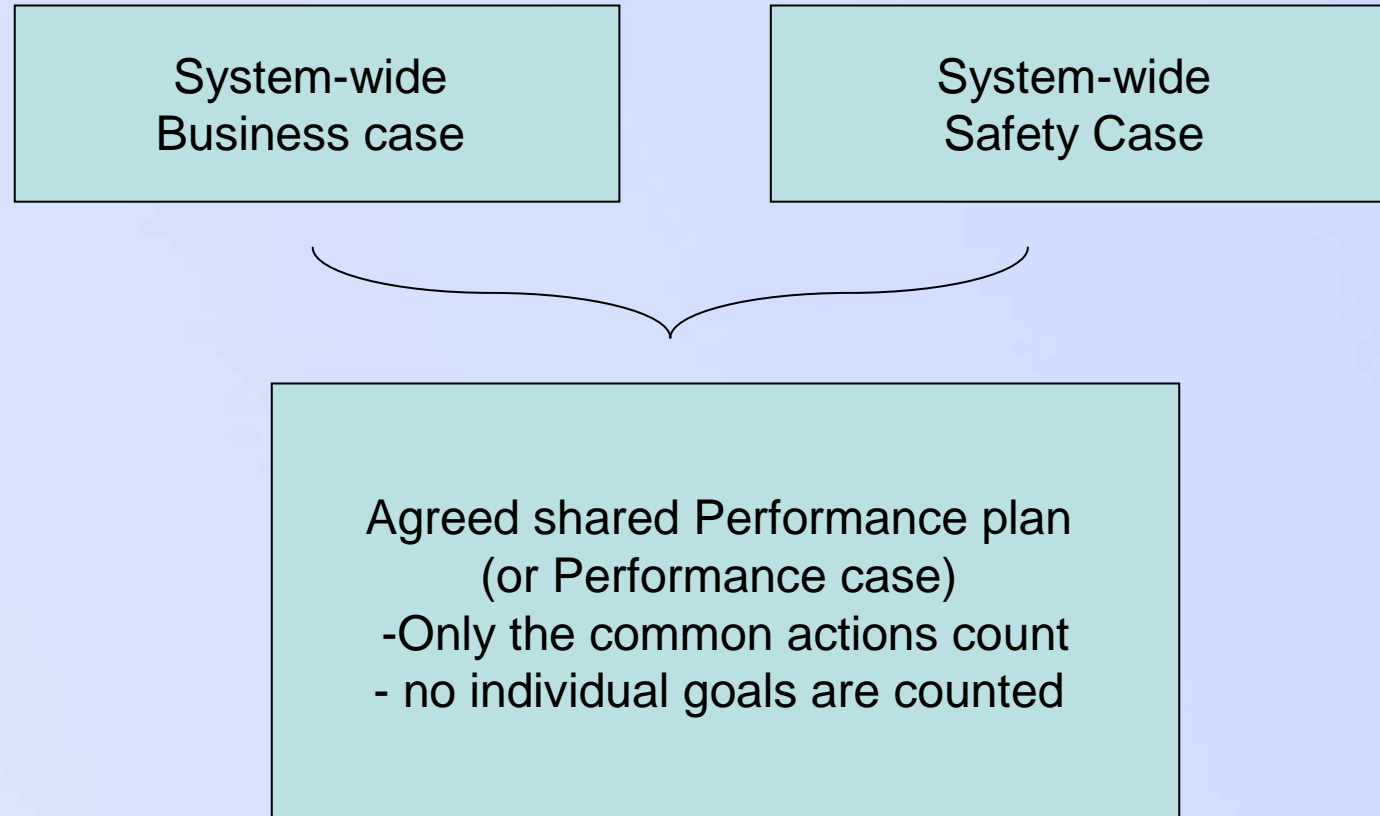
Shared Direction

Cooperating to create the future:

Do we have an Agreed Shared vision – plus 25 years plus ?

Do we have an Agreed shared Concept of Operation – plus 15 years?

Do we have an Agreed shared Performance Plan – 5 yearly?





ICB

Perhaps the Industry Consultative Body can evolve into the collaborative decision making in ATM design that is envisioned in the ICAO Concept?



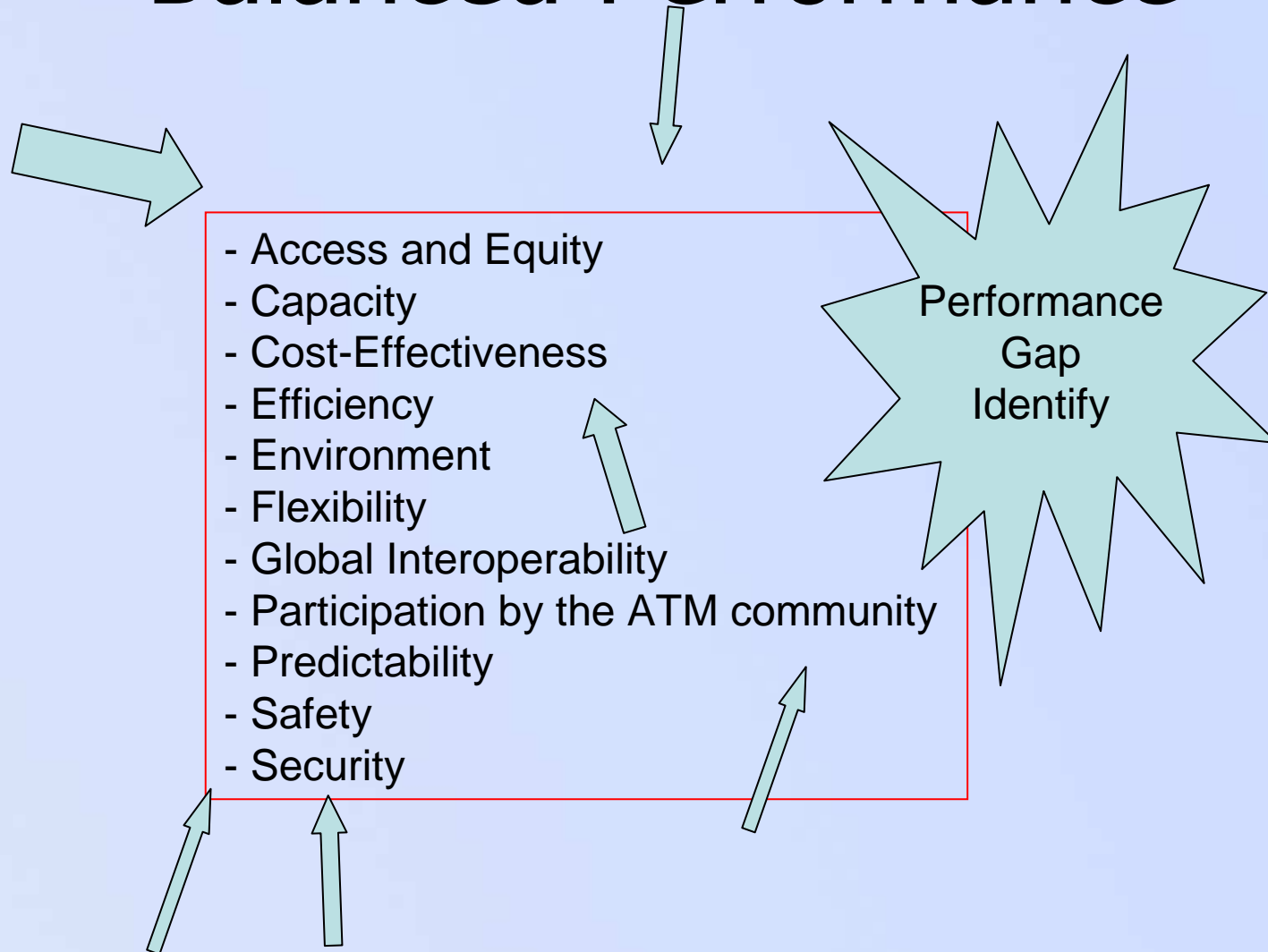
ICB Objective & Role

The objective of the ICB is “to advise the Commission on **technical** **functional** aspects of the implementation of SES”

The ICB understands its role is to lead the reform of the European ATM system by providing strategic direction to the legislators.



Balanced Performance





Some KPAs

ALL , though balancing of all expectations is required,
here are some examples

- Access and Equity
- Capacity
- **Cost-Effectiveness**
- Efficiency
- **Environment**
- Flexibility
- **Global Interoperability**
- Participation by the ATM community
- Predictability
- **Safety**
- **Security**





Human & Technology



ATM needs
ATM Capability Levels



ATM Needs

- Components that are in continuous operation (eg service provider equipment).
- Data needs that require updates, both planned and corrective.
- Program upgrades, both planned and corrective.
- Failure modes that ensure essential functionality remains.



ATM Capabilities

- Levels of ATM capabilities need to be defined.
- ATM capabilities need to be from a system-wide functional view and apply to users and service providers.



Europe: SESAR Mission Possible?

- Enablers
- Blocks to change
- Actions required





Enablers



- Europe has sufficient resources
- Keep wider perspective
- Act to make a difference



Blocks to Change Artificial Goals

- Safety x 10
- Capacity x 3
- Cost x 0.5
- Environmental Impact x 0.9



Blocks to Change No ATM Functional Specification

- What is ATM?
- Who does what?



Blocks to Change Wrong Concerns

- The current system is **not** broken.
- Incorrect descriptions of current situation
- Number of regulators
- Service provider competition



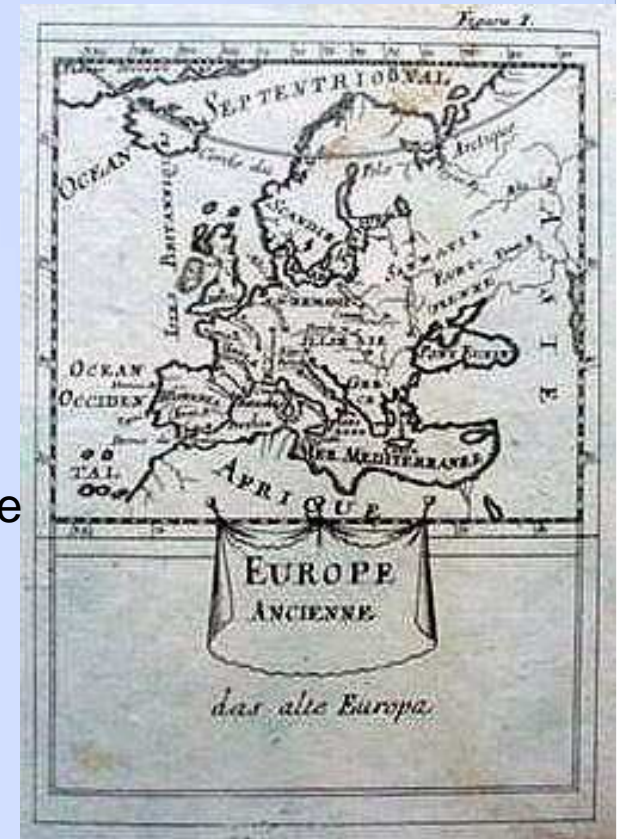
Actions Required

- ATM system functional description
- ATM Trajectory
- Service Providers not restricted to state boundaries
- Traffic not restricted by facility boundaries
- Airspace users able to file planned trajectory
- Standardized and new separation modes
- ATM Performance cases



what should be done?

- Changes
 - All airspace a continuous whole
 - ATM Service Delivery Management – new regulations required?
 - Accommodation of all types of aircraft
- Roles
 - States
 - Regulators
 - All the rest (that is, do regulators agree these are their role)
- Descriptions
 - Safety (without changing TLS)
 - Security
 - Environment
 - System Improvement Review

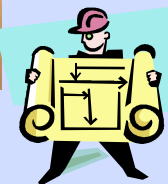




HLG Mandate

What does this mean in relation to the High Level Group mandate?

1. Simplification
2. Roadmap
3. Driving Force
4. Stakeholder
5. Optimal Way – EASA
6. EUROCONTROL
7. Industrial Dimension





Feedback



Further information is available from www.ifatca.org

Comments can be sent to:

Paul Neering loeu@ifatca.org

Thank you