

Objectives for the Creation of a FAB Europe Central

1. For the provision of Air Traffic Management Services for civil air traffic in the FAB EC airspace ideally one service provider shall be responsible in the Upper, Lower and Terminal airspace, possibly also including the Tower Services; for the institutional frame the different national legal systems have to be taken into account.

2. The requirements of military airspace users have to be fulfilled on a level, which is better or at least comparable with today and without infringement of civil requirements; civil-military cooperation among civil and military ATM Service Providers has to be improved with the final goal of the integration in one civil-military organisation within the FAB EC; where the integration of the military ATM Services organisation in the civil ATM Services organisation has already taken place, such integration has to be maintained.

3. The objectives have to be achieved on the basis of a fair dialogue among the social partners, taking into account the interests of the staff concerned.

4. The operational and technical knowledge of the professional associations need to be taken into account for the development and execution of the FAB EC project.

5. Financing of the services for civil airspace users shall be safeguarded by charges, based on economic regulation being a stimulation for performance improvement including specified objectives for safety (no increase, rather reduction in absolute figures of ATM safety incidents), environment protection and capacity; costs for regulation have to be included into the calculation of the charges.

6. One common charging zone shall be established. Different services require individual pricing structures.

7. A reduction of the number of control centres shall enhance the performance of the overall FAB EC ATM Services to the most possible extent, respecting redundancy requirements, military requirements, manageability of the centres.

8. Supporting services, especially those as defined by the SES-regulations shall be consolidated as far as this process contributes to performance improvement of these services.

9. States should commit themselves for the implementation of the objectives including an implementation concept for the FAB EC as soon as possible as a feasibility study has proven the advantages of this concept compared with the present situation.

10. Separation of regulatory tasks and service provision has to be practised in line with the SES-regulation.