



"[air navigation control, [...]] is a task involving the exercise of public authority and is not of an economic nature, since that activity constitutes a service in the public interest which is intended to protect both the users of air transport and the populations affected by aircraft flying over them".  
(Extract of decision C.364/92 of the European Court of Justice).

**The PC24 was held in Eurocontrol headquarters, Brussels, on the 11th November 2005**

*Attending for ATCEUC Gianfranco Sacchetti and François Burgues*

### **Executive summarize**

*As always, there has been a lot of talks but not any really concrete action.*

*A roadmap to the future ATM system was presented. New roles and responsibility of the players were asked and the question of if users will have to pay was raised. All the states have agreed on the fact that the current system needs an evolution but not a revolution. In terms of safety, the SRC presented its report. Then, the SAFREP report (following the SSAP) was explained providing some general guidelines to what will be the directions to be taken to enhance safety. No measurement system is today created and there is still a call to the member states to implement better reporting schemes in a few words nothing has really changed since the Ueberlingen mid-air collision. About traffic; with the summer growth of traffic we managed to maintain a reasonable level of delays. The new appearing problem is that we are reaching a limit to extend the capacity and DMEAN was presented by the PC as THE solution...*

### **DG report**

There were improvements in terms of safety maturity but there is still a need for best reporting practices.

Delays were considered as very acceptable in the light of the increase of traffic this summer.

The ATFM delay is 2.2 min (4.6 in 2000) for the may to October period.

The problem remains capacity since it increases slower than traffic.

On cost efficiency, unit rates are expected to decrease by 4% next year.

About SESAME, negotiations are finished and the contract is signed between Eurocontrol and the 30 other players. It was reminded that the definition plan will end by the end of year 2007.

The conclusions of the ICAO conference were enumerated and they focus on safety that was again highlighted with the summer accidents. ICAO wishes to organise a worldwide conference to define the global strategy from the 20<sup>th</sup> to the 22<sup>nd</sup> March 2006 I think in Montreal. Black list, points to be improved, transparency, safety management and mutual recognition will be put on the agenda.

### **A Roadmap towards the future European ATM system.**

A roadmap towards the future European ATM system was presented and Eurocontrol concludes it raising 5 questions:

Do we have a clear vision of the future ATM?

What would be new roles and responsibility?

How to manage an effective transition?

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TUEM (Eurocontrol) - USCA (Spain) - ZZKRL (Poland)

Will users pay for this?

Are our consultation methods up to the task and what to do to better it?

France answered that the actual system worked not too bad and it is not certain that a new system would be more efficient. Mr Wachenheim argued that the individual interests of ANSPs might not correspond to the general interest in such a structure and that a long term vision and a harmonised safety regulation will be needed.

Many decisions must be taken as the future of ANS is uncertain. There will be risks but they will have to be shared from the beginning: governance, savoir-faire, building of the European airspace and management of the social aspects of the system.

Spain added that there was urgency in the action and that users were needing a clear framework but that the capacity to match air traffic demand exists.

The actual system is “alive” and modifications must be brought to gain in efficiency.

Netherlands added that the transition phase will be important and that Eurocontrol was considered as the best organisation to challenge these changes.

A centralised system might be a risk said UK (and we understand easily why...) if we want to be able to keep control in each state. Moreover, they confirmed that states or at least UK will not pay for the changes.

It was also said that if we want a fast action, users and ANSPs will have to be involved and gathered in the process.

All the MS agreed on the fact that there should be an evolution and not a REvolution of the system and that risks had to be measured to begin changing a structure that works.

First results of this study are expected at the April PC.

CANSO said that there was a need for clarification on the roles of the states and ANSPs and reminded that states are the owners while ANSPs guarantee safety and performance.

A single safety regulator for CANSO shall be the solution and they support the evolution of EASA in ATM.

IATA confirmed that the work must be done quickly and that there is a need to develop a clear framework and that the solution has to be defined before being developed.

For Germany, States have to ensure the safety of people using the system.

On the private side, there will be just savings that will be used to improve safety. They hope that Eurocontrol is in position to guarantee safety requirements and request transparent system.

DG concluded that we have a clear vision of the 5 next years where we know exactly what will happen but we still don't know what will happen in 10 to 20 years.

Member States support the European sky and SESAME, but need a single vision and a single roadmap (technical, operational, institutional). To identify and clarify the future Stakeholders must put their ideas together.

Urgency is the key; a taskforce yet exists in the enlarged format of the president bureau, and this taskforce enlarged by the actors of the process will meet in December.

### **SRC report**

Good progresses are being made; states can succeed if their NSA acts well with the right powers.

There are still some states that didn't file the compliance list.

Transposition of ESARR from 2 to 5 in common law is in progress.

Performance indicators provide some information but there is still more work to be done!

A reproach was made on the fact that ANSPs were not using enough T-CAS hot points to deal with safety matters.

DG added that at the end of November there will be a meeting between Eurocontrol and EASA to see how the safety requests can be fulfilled.

The short and medium term strategy proposed is the following:

1<sup>st</sup> part

Development of Eurocontrol safety regulatory requirements

Application of ESARRs (transposition in SES legislation)

Operational Safety

2<sup>nd</sup> part

SESAME Work Package 1.6

Essential requirements EASA proposal to provide materials to facilitate discussion

### **Debriefing on the summer 2005 situation**

Delays have reached a good level and if we look more in details, there has been a huge increase of traffic in the eastern part of Europe.

About EAG: there is a problem on the pertinence of the actual performance indicator (that is 1 min delay to remind you).

The system is influenced by uncontrolled factors such as Airport capacity and MET phenomenon. So work is made on a more global approach to evaluate the system efficiency.

### **Capacity and DMEAN**

At medium term there is a need to keep the PC target for delay and Portugal must include Airport in its delay reducing plans.

If no action is taken, delays are expected to increase to 1.5 to 2 minutes with the risk to revert to 1997 situation.

DMEAN actions for 2006-2007 increase capacity to satisfy demand (but do we need DMEAN for this???)

The DMEAN objectives are improvements in airspace design, ATFCM, better sharing of the information and a Civil/Military coordination enhancement. There is a need to target capacity bottlenecks, make a better use of non permanent routes, provide better demand/capacity information and have a better military cooperation. If these points are matched, benefits will be improvements in existing resources with no major investments for 2006 and additional 20% capacity provided without any change by DMEAN (Magic!).

Action is expected from ANSPs, Military, Airports and CFMU.

Next DMEAN workshop set on the 24<sup>th</sup> and 25<sup>th</sup> November.

### **Item 15 safety again:**

Nothing new except that the SAFREP report presented is repeating more or less the SSAP conclusions and gives advices and no concrete actions and Eurocontrol expects a completion for 2008.

ATCEUC reminded to the PC that in the last 5 years delay have been reduced by 2 and capacity increased by 20% whereas safety didn't make any progress.

As you can imagine Eurocontrol DG was very disappointed but we need to show the situation as it is in the control rooms and not as those engineers imagine it.

*Next PC April 6<sup>th</sup> 2006*