



*"[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).*

SESAR report, 26.11.06  
Attending : J Cariou, L Griseri

### What has happened since July ?

The second SESAR 2.2.2 workshop on concept of operation took place in Langen from the 21<sup>st</sup> to the 24<sup>th</sup> of November, DFS premises. The whole group hadn't met since early July, as September workshop was cancelled. The support group however - about 10 persons supposedly representing the main stakeholders - has multiplied its meetings ever since.

On our side, after a early work within ATCEUC to produce inputs to the task, we've worked closely with others staff representative, ETF and IFATCA, to set a common statement, sent to the support group in August. We also tried to meet directly the stakeholders representatives to exchange our visions, as well as the support group leaders.

Although 2.2.2 Workpackage was launched in April, there was no document of work available until the 27<sup>th</sup> of october. ATCEUC met, together with IFATCA, Christian Verlohren and Richard Farris on the 6<sup>th</sup> of november to comment that first draft. Leaving aside the quality of the document (minutes of the meeting are available), we were surprised, or shall we say not surprised, that Farris hadn't even read the ATCOs common statement...

Second draft (some 100 pages), was issued on the 16<sup>th</sup> of november, which is a good example of how good we can prepare for those meetings, especially for operationnal controllers who are not full time SESAR workers. Still, no sign of any influence of our inputs...

### The concept :

The concept exposed really doesn't seem mature to us; it is centred on en-route automation : 3D and 4D business (!) trajectories, whereas en-route is certainly not the bottleneck of the system, and there is a clear lack of understanding in between the participants, due to this unmatuity. It's also important to note we share the reservations of Industry Suppliers on the chosen path:

- avionics is very likely **not** to meet the requirements of such a concept
- they doubt the real will of companies to use very costful pieces of equipment
- there is a big issue on how 4D rigid contracts will affect flight efficiency

Although we understand the need to be ambitious, the concept appears to be far beyond the commission mandate in terms of time feasibility. Presentations have also been made on full self separation, the same concepts that are promoted by the same people for years, and that, notwithstanding their interest, nor their feasibility in the long run (which needs to be clearly assessed,) are totally out of the scope of SESAR.

On the contrary, some major points like weather issues are still not addressed, despite repeated suggestions from our side to take them into account.

### Conclusion :

ATCEUC will now continue its work : we will see what comes out of this meeting, we will continue to update our contributions, and we will participate to one support group in January. The penultimate workshop will be by the end of January. Until then, we must say that, due to both the quality of the document and the lack of influence we can have on the process, we are very pessimistic for our buy-in of the final deliverable.

Secretariat : ATCEUC/CRNA SUD-EST - 1, rue Vincent Auriol - 13617 Aix-en-Provence Cedex 1 (France)  
Tel : (33) 442 33 77 66 - Fax : (33) 442 33 78 95 - Email : [head@atceuc.org](mailto:head@atceuc.org)  
[www.atceuc.org](http://www.atceuc.org)

---

AATCU (Serbia and Montenegro) - ATC Branch of IMPACT (Ireland) – ATCOR (Romania)  
ATMPP (Italy) - BATCU (Bulgaria) - CATCU (Croatia) - GATCA (Greece)  
GdF (Germany) – IATCU (Serbia and Montenegro) - LIFSZ (Hungary) - MATCA (Malta)  
SKYCONTROL (Switzerland) - SINCTA (Portugal) - SNCTA (France) - SSKL (Slovenia)  
TUEM (Eurocontrol) – USCA (Spain) - ZZKRL (Poland)