



FABEC: Round-Table on Institutional Aspects

Langen, 17 March 2010

General position of the Lufthansa group

- So far, proper consultation with airspace users is completely missing
- Draft Version 1.8 (February 2010) for the FABEC Agreement needs many improvements. Points of concern set out herein.
- The “Agreement” should contain detailed mandatory objectives with respect to safety, flight efficiency, environment, cost-efficiency and capacity according targets as mentioned the FABEC conference on 3 Nov 2008)
- The “Agreement” should include provisions for En-Route and Approach charges as agreed during the Financial Round table.
- The “Agreement” should contain mandatory objectives for institutional, infrastructural, operational and regulatory ATM integration
- The “Agreement” should include a mandatory timeline to reach the objectives as set out for the SES (EC-Regulation 1070/2009), the FABEC feasibility study and the ATM Master plan of SESAR.
- Airlines need to be represented adequately in the bodies established by the “Agreement” (Council and Committees).

Key FABEC Objectives for airspace users

- Safety
 - ➔ Increase of the level of flight safety in accordance with Performance Scheme Safety KPI
- Flight efficiency
 - ➔ Reduction of the Gate-to-gate and En-route in the FABEC area by at least 10 NM per flight compared to 2006 state.
- Environment
 - ➔ Reduction of 226 kg CO₂ and 0.7 KG NO_x per flight.
- Cost effectiveness
 - ➔ Reduction of the unit cost (En-route and Approach) of 17%

Binding milestones in accordance with SES / FABEC Performance Plans and reference periods should be established

Main comments (1/3)

- Preamble:
 - The 5th "Considering"-clause. "Close cooperation of ANSPs" does certainly not fulfil the needs of civil air traffic. We want much more than cooperation, we want a complete restructuring and integration of national ATM systems in the FABEC area.
 - Reference to SESAR needs to be made wherever necessary so that its proper integration in the short term (FABEC Initiative) and in the long term (SJU work) is ensured.

- Article 6:
 - This article should contain more precise information:
 - FABEC shall be fully operational on 4th. Dec. 2012 (SES 1070/2009)
 - Mandatory objectives, values (see precedent slide) and timeline for achievement are needed.
 - Reference to the ATM Master plan and the FABEC Feasibility Study

- Article 7.1:
 - This article should be more ambitious than only "cooperate with the view to undertake": The domains should be "optimised as soon as possible"
 - The list shall be in the priority order: a, e, g, d, b, c, f, h.

- Article 8.2:
 - b) only "allows" defragmentation; history shows: this is not enough; maximum defragmentation should be mandatory; if re-sectorisation is to improve en-route efficiency, the entry points and the design of the terminal maneuvering area (TMA) of main airports must also be optimised
 - e) foresees the consultation of airspace users

Main comments (2/3)

- Article 10.2:
 - The harmonisation of rules and procedures is achieved by consultation "one another"; it also implicitly allows that differences remain;
 - However, differences shall not compromise performance at all, not only safety and efficiency, but also cost-efficiency

- Article 15.2:
 - MET is still handled on a national exclusive basis - a clear waste of cost efficiency potential. The MET provider shall be designated by a tender procedure!

- Article 18:
 - Reference to cost efficiency KPI of SES Performance Scheme needs to be made
 - The target is a reduction of the Gate-to-Gate charge within the FABEC area. Therefore, if a single unit rate for en-route is established, safeguards must ensure that the TNC level is not negatively affected.
 - A Single Unit Rate isn't a goal in itself. It may be the end result of fair charging throughout FABEC, but restructuring the costbase would be priority.
 - 18.4 Replace "following a decision by the FABEC council to the relevant" through "following an airline user consultation and a decision by the FABEC council to the relevant".
 - 18.7 (to be inserted): "The FABEC Council assures that the charging inside the FABEC area shall be internationally (worldwide) competitive."

- Article 19.1:
 - Close cooperation of national supervisory authorities is not enough. Long term goal is to merge the several authorities to one FABEC supervisory authorities.

Main comments (3/3)

- Article 20:
 - References to SES Performance Scheme and the dependencies with regard to community-wide KPIs need to be made
- Article 21.c:
 - NEW: “one representative from the airline users as observer” (no vote!).
- Article 22.2:
 - a) ensure the implementation of this agreement and the fulfillment of the objectives of FABEC defined in Article 6. and in general
 - NEW: v) modification of FIR/UIR list in Art. 3.1
 - w) NEW: ensure the implementation of SESAR inside FABEC and future developments
- Article 23.2:
 - The decisions of the FABEC Council shall be taken by a two third majority instead of a unanimous vote which complies better with the qualified majority vote principle defined in the Treaty of Lisbon.
 - In order to get the FABEC steerable it is suggested to establish an overall Steering Committee in FABEC as a driving force to facilitate decisions which go beyond national priorities.
- Article 24.2:
 - “shall be composed of civil and military experts appointed by the Contracting States and at least one representative from the airline users.” (with vote!)

Questions ?

Thank you for your attention...

Quelle: DFS Deutsche Flugsicherung GmbH