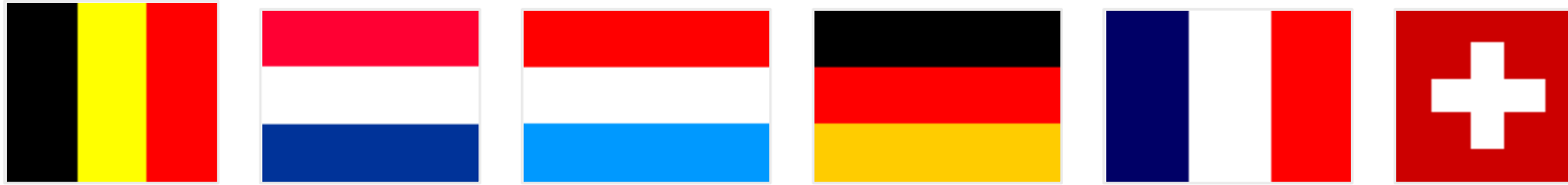


# FAB Europe Central Feasibility Study Stakeholder Forum





# FAB Europe Central Feasibility Study Stakeholder Forum

## Welcome

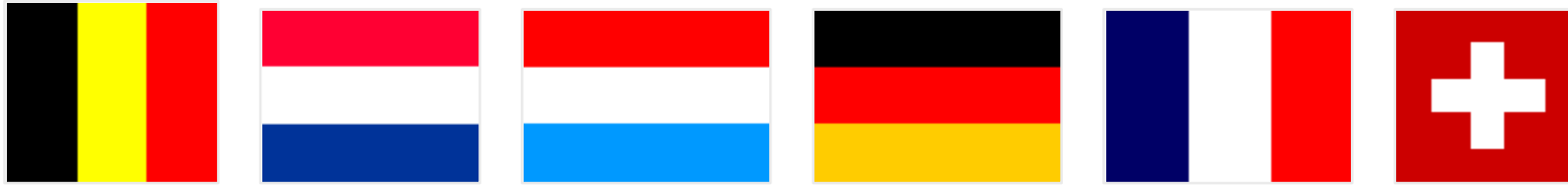
Jean-Claude Tintin  
Chief Executive Officer, Belgocontrol





# FAB Europe Central Feasibility Study Stakeholder Forum





# FAB Europe Central Feasibility Study Stakeholder Forum

## Programme

Bernard Martens, Belgocontrol  
Chairman of the Steering Group





# Agenda - morning

- |    |  |               |
|----|--|---------------|
| 2. | Criteria and objectives of the study<br>Jules Kneepkens, Chairman HLPG(DGCA - B)                       | 10:05 – 10:35 |
| 3. | Method of working and introduction to working groups<br>Bernard Martens, Chairman SG(Belgocontrol - B) | 10:35 – 11:00 |
| 4. | WG 1 – Operational WG<br>Karl-Heinz Gatz (DFS - D)   | 11:00 – 11:30 |
| 5. | WG 2 – Technical WG<br>Peter Naets (MUAC)  | 11:30 – 11:45 |
| 6. | WG 4 – Human Resources WG<br>Frédéric Medioni (DSNA- F)  | 11:45 – 12:00 |

**Lunch**

**12:00 – 13:15**





# Agenda - afternoon (1)

<b>Lunch</b>		<b>12:00 – 13:15</b>
7.	WG 7 – Safety WG Job Brüggem (LVNL - NL)	13:15 – 13:30
8.	WG 6 – Civil / Military WG LtCol. H. Kiffen (Mil. NL)	13:30 – 13:45
9.	WG 3 – Financial WG Raoul Verschueren (Belgocontrol - B)	13:45 – 14:00
10.	WG 5 – Regulatory / Institutional / Legal WG Thierry Herman (Skyguide - CH)	14:00 – 14:15
<b>Coffee break</b>		<b>14:15 – 14:45</b>





# Agenda - afternoon (2)

<b>Coffee break</b>		<b>14:15 – 14:45</b>
11.	Panel: expectations and commitment of the States for the study Moderator: Jules Kneepkens, Chairman HLPG	14:45 – 15:15
12.	Summary of concerns received and statements of forum participants Bernard Martens, Chairman SG	15:15 – 15:45
13.	Round-up Jules Kneepkens, Chairman HLPG	15:45 – 16:00
<b>Forum close</b>		<b>16:00</b>





# Panel session (item 11)

§ Expectations and commitment of the States for the study

§ Moderator: Jules Kneepkens, Chairman HLPG

§ Representatives of the States

- Belgium: **Jules Kneepkens**, Director General – B DGCA
- France: **Gilles Mantoux**, Vice Director, Safety and Airspace – FR DGCA
- Germany: **Dirk Nitschke**, Deputy Director ANS Division – GER DGCA
- Netherlands: **Theo Zandstra**, Programme Manager Air Traffic – NL DGCA
- Switzerland: **Marcel G. Zuckschwerdt**, Director Aviation Policy and Strategy – Swiss DGCA
- Military: **LtCol. Jan-Paul Apon**, Head Airports & Airspace, Military Aviation Authority – NL MIL

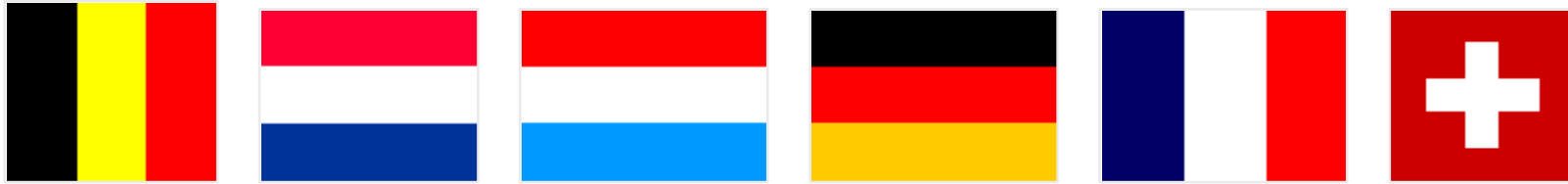




# Gathering your comments

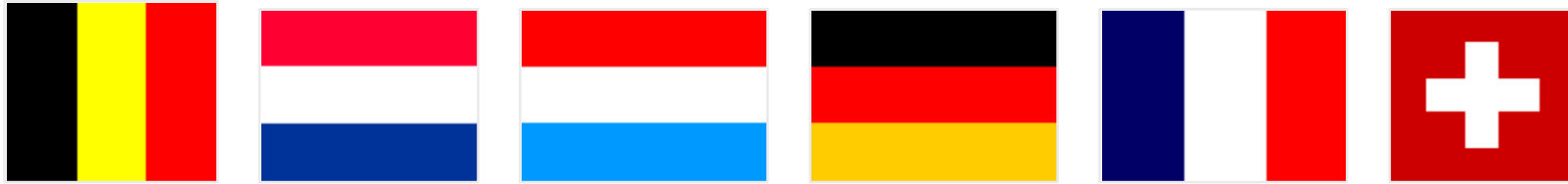
- § Your input is essential
- § Although no formal Q&A session today, we want to collect your comments
- § Please use the yellow feedback form (item 12 in your delegate folder)
- § Once completed, leave your form in the urn outside the auditorium before the end of the afternoon coffee break at the latest !
- § Summary presented under item 12 of the agenda
- § Formal response will be provided after the Stakeholder Forum





# FAB Europe Central Feasibility Study Stakeholder Forum





# Criteria and Objectives of the Study

Jules Kneepkens, DGCA BE  
Chairman of the High Level Policy Group





# SES – Criteria for establishing a FAB

- § Increased safety
- § Increased capacity
- § Increased cost-efficiency

A FAB is in first instance only meant for

the upper AIR

BUT...





## FAB Europe Central surpasses EU-legislation

because

- § Need for structural improvement
- § Core area: Brussels, Frankfurt, London, Paris and Schiphol and crowded airspace Switzerland





# Cooperation between

- A. - Belgium, Luxemburg, Germany, The Netherlands and Eurocontrol  
- 5 providers
- B. France and Switzerland
- C. UK is offered a cooperative partnership





# The FAB Europe Central objectives

Use and control of lower and upper airspace of the six nations **as one continuum** which is

- § Focused on airspace users' requirements
- § Performance-oriented
- § Harmonised regulation
- § Managed within an integrated cooperation model including civil-military
- § Implementing the SES and compatible with the European ATM network.





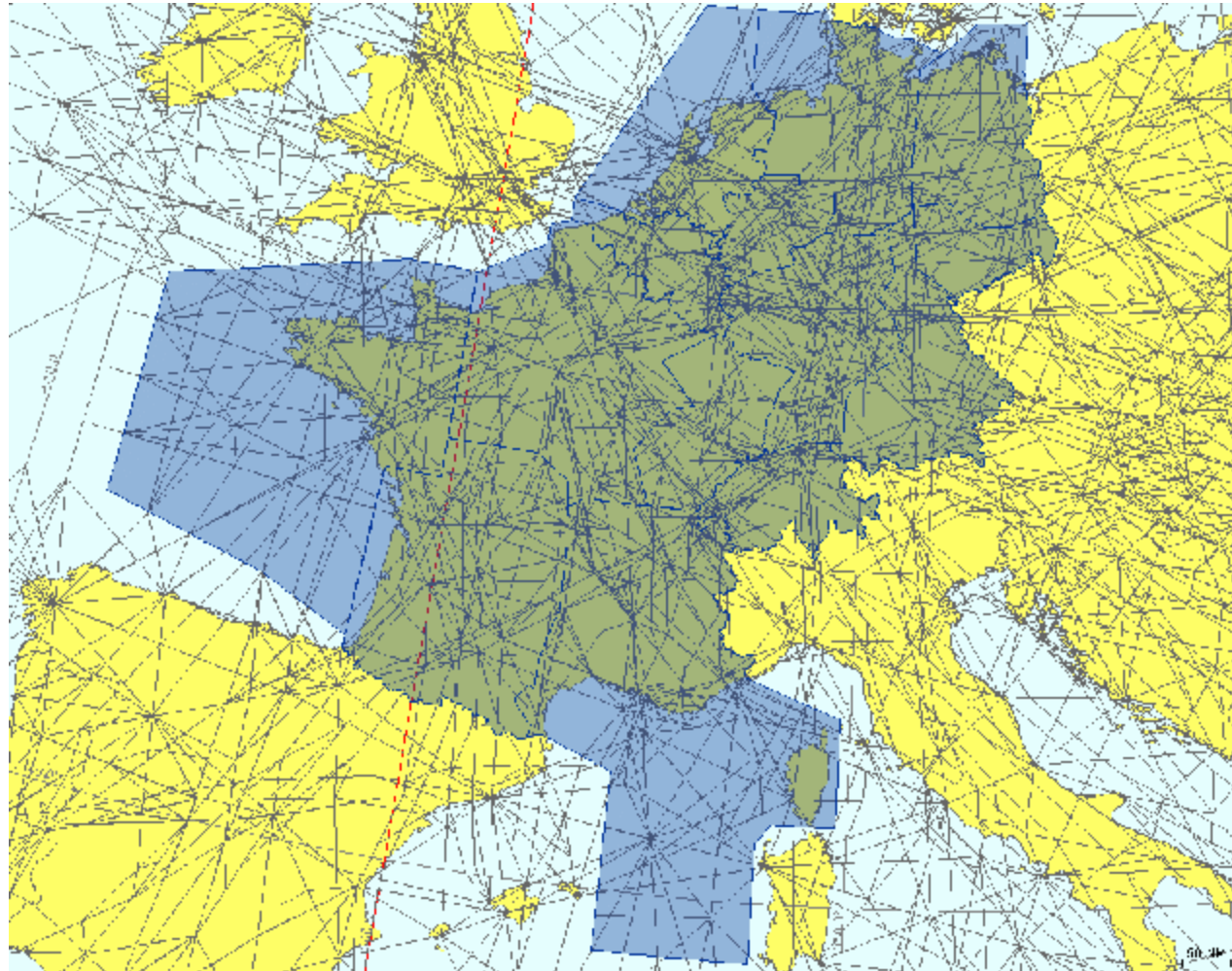
# The FAB EC airspace

The FAB EC airspace is characterised by

- § A dimension of 1.7 million km<sup>2</sup>
- § 5.5 million flights per year
- § Several major European airports which entail dense terminal and en-route traffic flows
- § Closely interlaced civil and military traffic routes
- § Civil and military airports situated next to borders
- § Several military training areas established amidst major pan-European air traffic flows.



# FAB Europe Central





# The structure behind FAB EC

Today, the structure of air traffic management in the 6 States and the air navigation service providers differ in aspects like:

- § Institutional arrangements
- § Corporate governance structures
- § Service provision
- § Civil-military arrangements.





# The FAB Europe Central cooperation

The ANSP cooperation based on a harmonised regulation regime could cover the fields of:

- § Operations
- § Technical systems and services
- § Training and human resources management
- § Research and development
- § Managing and developing new activities.





# The expected benefits

Increase of safety, capacity and efficiency by:

- § Accommodating the expected traffic growth
- § Optimising the use of airspace taking into account air traffic flows
- § Optimising the use of technical and human resources
- § Providing compatibility between lower and upper airspace
- § Enabling a reduction of charges
- § Enhancing civil-military cooperation





# The identified risks

The following main risks have been identified:

- § Social impact of the FAB
- § The FAB Study does not allow the establishment of a solid CBA case
- § The interface of the FAB with the European network and other FABs is unachievable
- § Lack of agreement on an acceptable solution for civil and military airspace users
- § Disagreement on the charging regime
- § Institutional problems





# What are the decision criteria?

The main criteria for the final decision to implement the FAB EC are:

- § Increased safety, efficiency and capacity
- § Political acceptance
- § Realistic institutional roadmap
- § Compliance with States' decisions
- § Compliance with EC regulations
- § Socially acceptable implementation plan
- § Environmental impact
- § Step-by-step FAB masterplan acceptable to neighbours

When the States have decided to establish the FAB EC, a FAB agreement can be concluded. The Parliaments of the States will have to approve this FAB agreement.



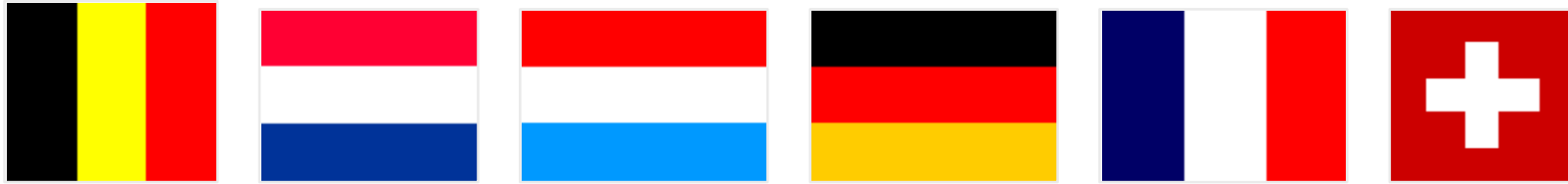


# Consultation

The consultation of major stakeholders is a critical factor for the success of the project. Therefore, we decided

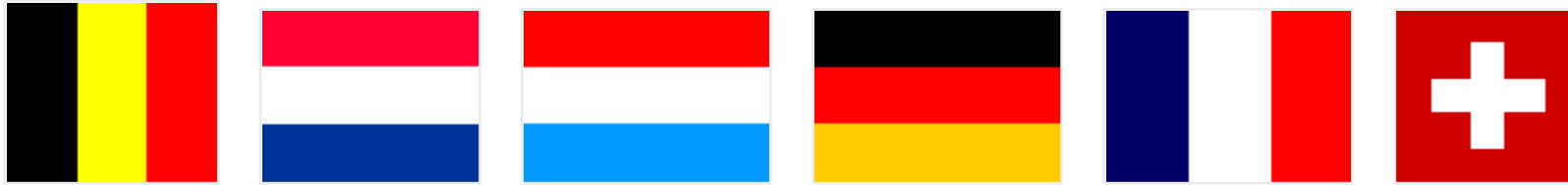
- § To build up a Communication Working Group consisting of communications experts from the ANSPs;
- § To develop and implement a communication plan which
  - takes into consideration the interests of the different stakeholders,
  - develops new communication measures (for instance Stakeholder Forum) and will also make use of existing mechanisms (for instance social dialogue within the respective ANSPs),
  - is proactive and long-term-oriented.





# FAB Europe Central Feasibility Study Stakeholder Forum





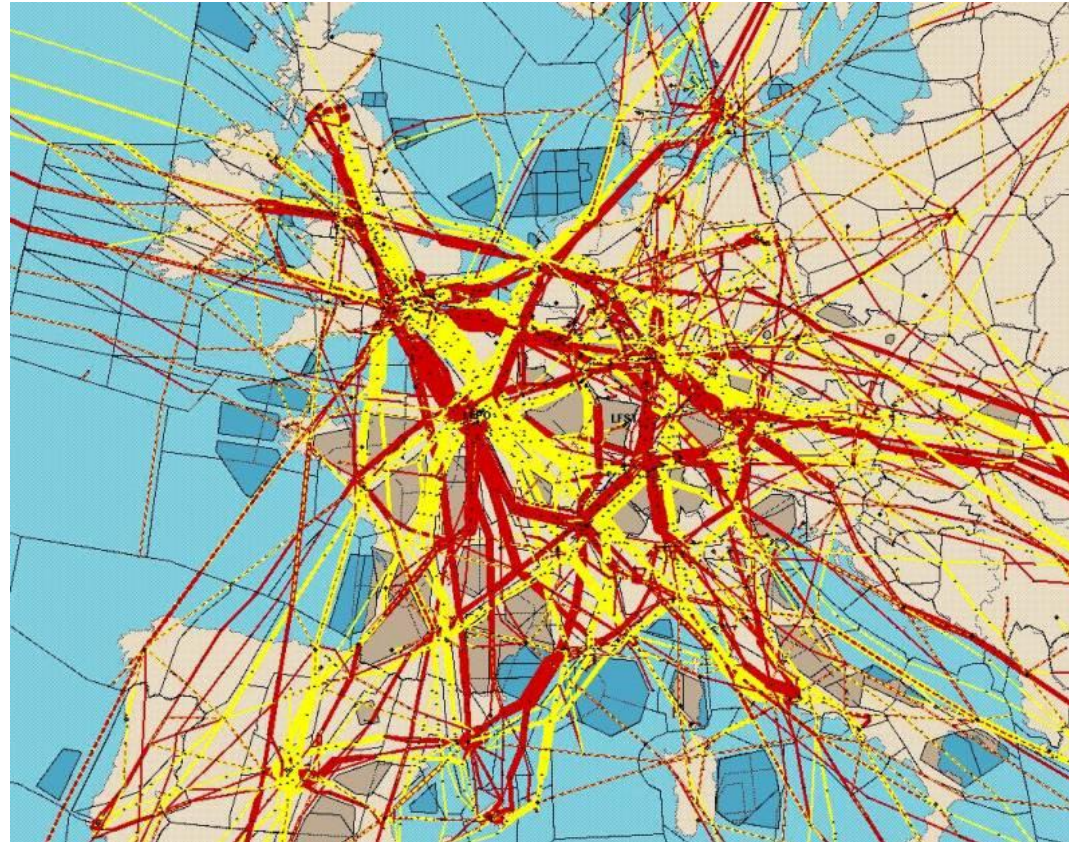
# Method of Working and Introduction to Working Groups

Bernard Martens, Belgocontrol  
Chairman of the Steering Group



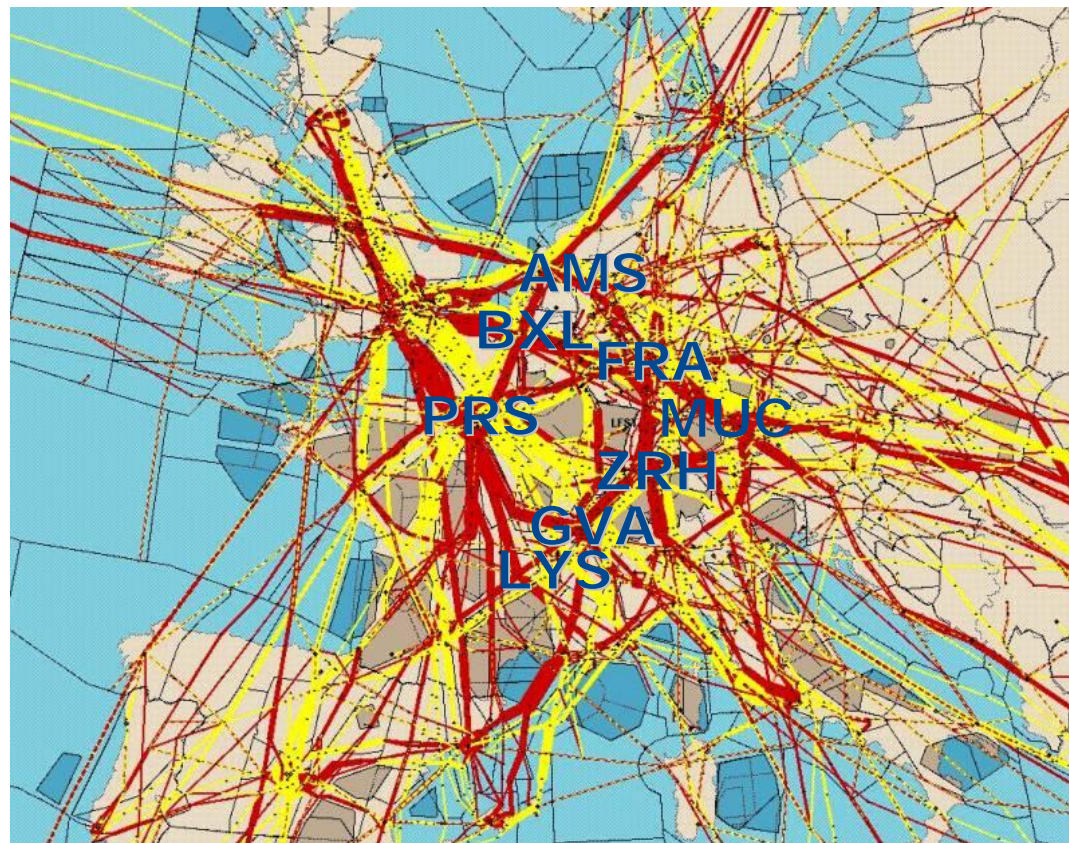


# The European network core area



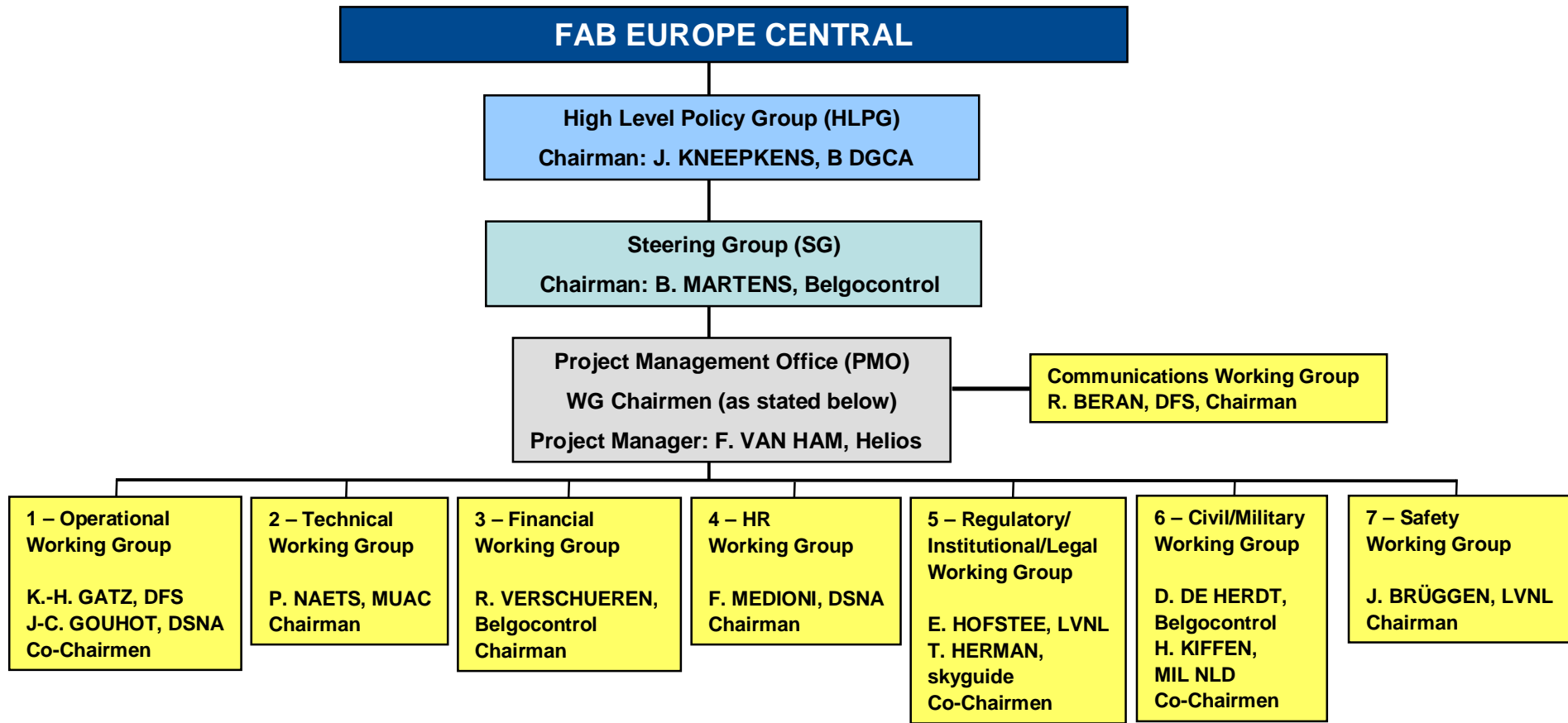


# Airport connectivity





# FAB EC project organisation





# FAB EC project organisation

The project organisation reflects the joint approach:

- § States and CEOs of the ANSPs are represented in a High Level Policy Group (HLPG)
- § Representatives of civil CAAs, equivalent military authorities and ANSPs are overseeing the project process in a Steering Group (SG)
- § The project is managed through a Project Management Office comprising a consultant as Project Manager (Helios) and the Chairmen of the Working Groups





# FAB EC working groups

Seven working groups (WG) will assess

- § Operational
- § Technical
- § Safety
- § Human-resources-related
- § Financial
- § Institutional/regulatory/legal
- § Civil-military issues

In addition, a working group has been established to support the communication aspects of the study.





# Scope of the study

The FAB Feasibility Study will focus on:

- § Institutional/legal/regulatory requirements for the implementation of the FAB
- § Future civil-military operation of UACs, ACCs and APPs
- § FAB-related aspects of TWR services for major airports
- § Airspace design and airspace management including sector design, regional flow management and flexible use of airspace
- § Enhancement of airspace and ATM capacities
- § Technical systems (CNS/ATM) and ancillary services

à





# Scope of the study

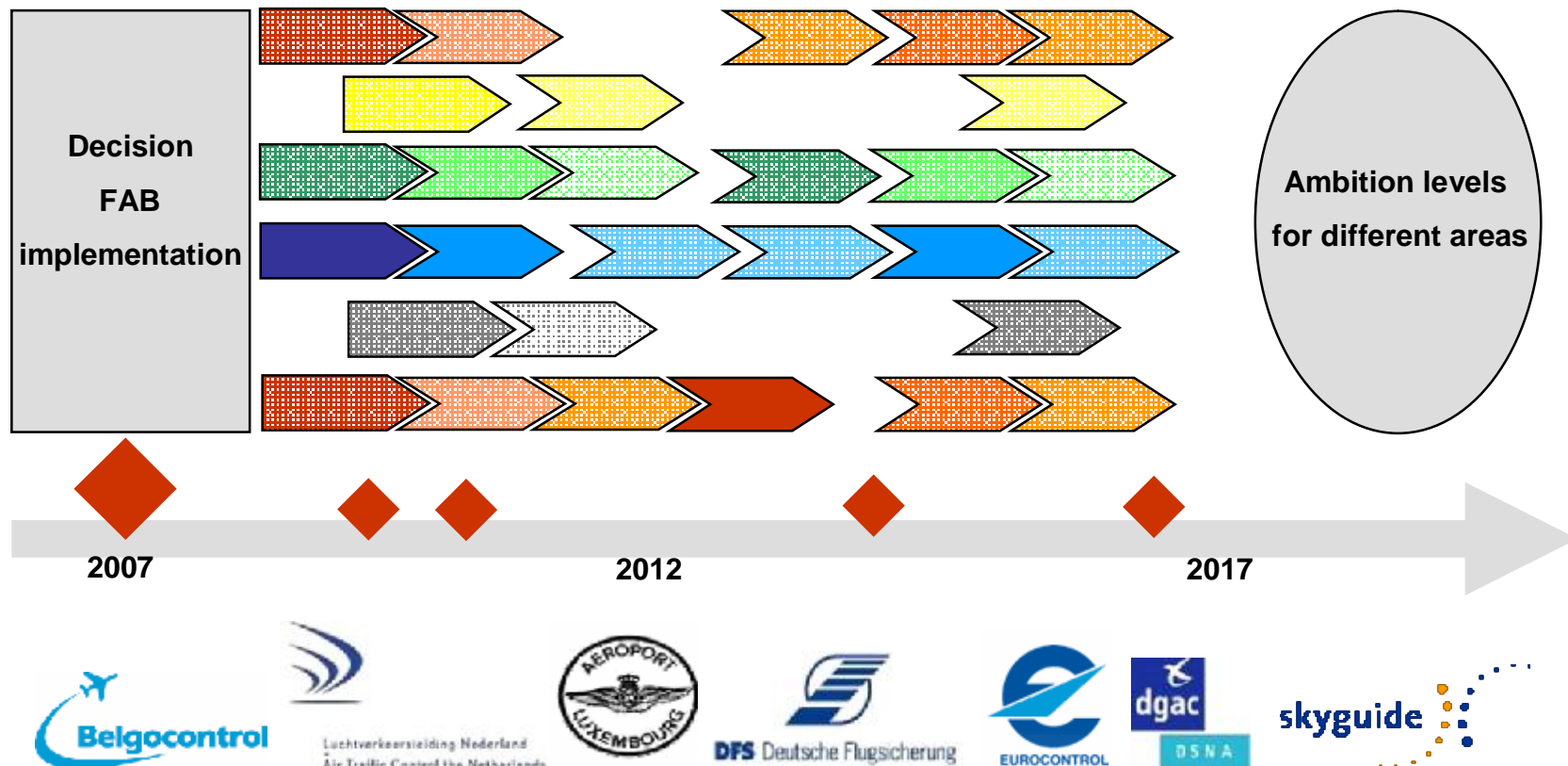
- § Civil-military cooperation and integration
- § Financing and economic issues
- § Cost-benefit analysis
- § Human resources and social impact assessment
- § Safety case
- § Creation of a FAB management structure
- § Centralisation or specialisation for specific functions or services





# Status in the FAB EC project

1. Detailed feasibility study
2. FAB masterplanning phase
3. FAB implementation phase





# The deliverables of the study

The main deliverables will be:

- § FAB Master Plan
- § FAB Safety Case
- § Cost-benefit analysis
- § Economical and financial model of cooperation
- § Communication plan
- § HR scenarios
- § ANSP cooperation agreement
- § Civil-military cooperation plan





# Consultation process

During the detailed feasibility study, all stakeholders

- Civil and military users
- Staff representatives
- Neighbouring States and ANSPs
- Industry
- Airports

will be consulted by making use of either already existing or newly created mechanisms of information and communication.





# Consultation process

- § The consultation of the social partners – staff representatives and trade unions – will be based on existing social dialogue mechanisms within the respective ANSPs
- § The consultation process is in line with the results of the Palermo Conference
- § The consultation process includes User Expectation Workshops and Stakeholder Forums



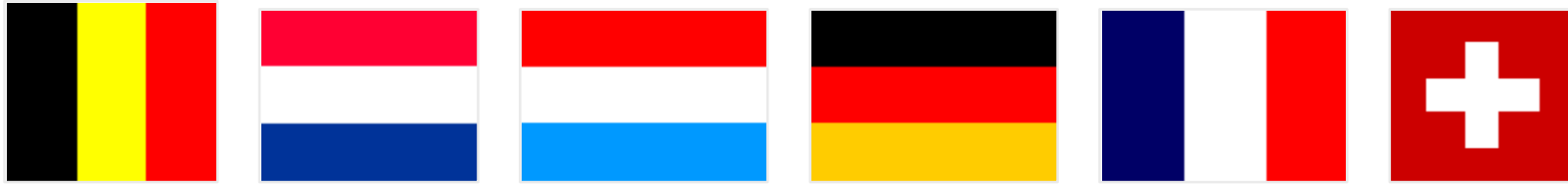


# Today's Stakeholder Forum

Our first Stakeholder Forum is based on information transfer:

- § General overview
- § Introduction to the seven working groups
- § Panel session addressing expectations and commitment of the States
- § Feedback:
  - Summary of written concerns received during the day
  - First statements of participants at the end of this first Stakeholder Forum





# FAB Europe Central Feasibility Study Stakeholder Forum





# Operational Working Group

Karl-Heinz Gatz, DFS  
Co-Chairman OPS WG





# Objectives

- § Common OPS concept
- § FAB airspace design and sectorisation
- § Common contingency concept
- § OPS implementation plan
- § Performance analysis
- § MET and AIS cooperation concept

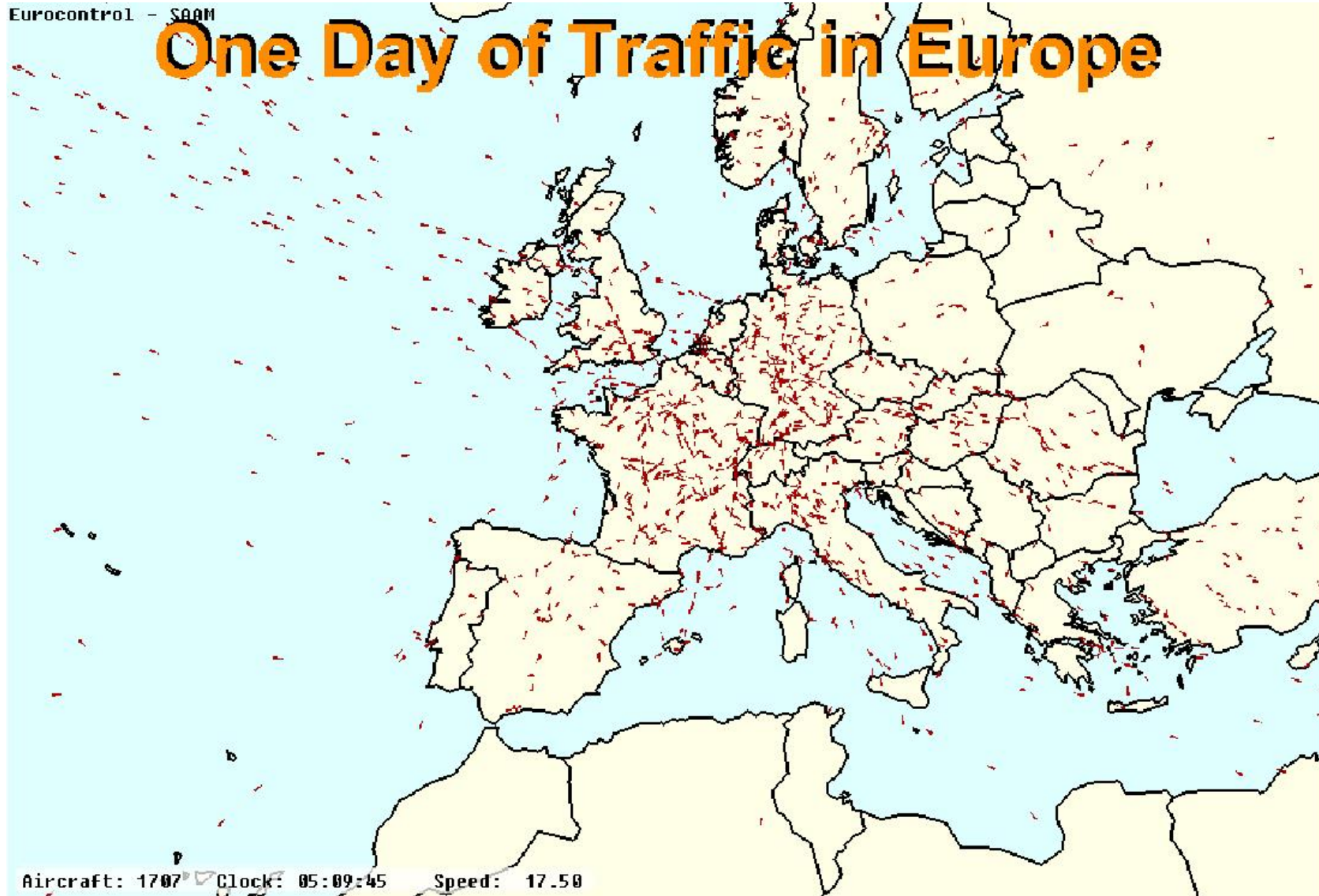




# Ambition level

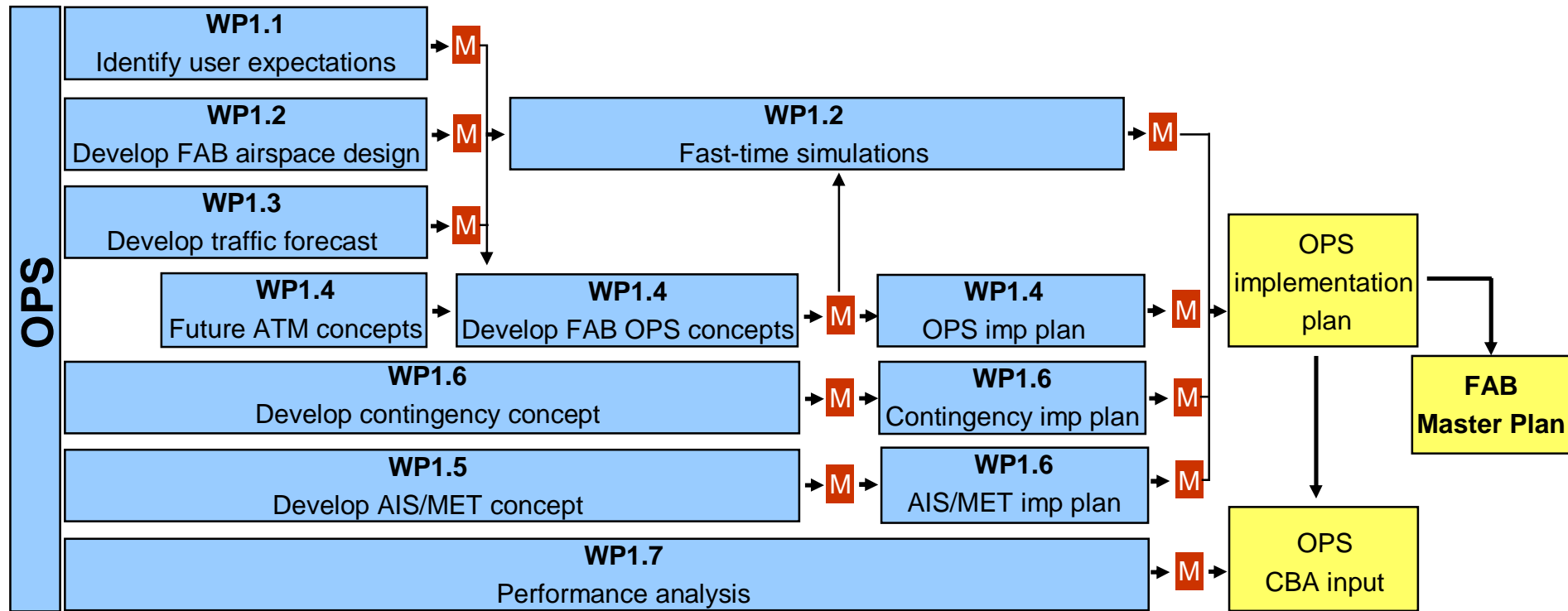
- § Develop a performance-oriented ATM concept
- § Develop **one** airspace designed as a unified entity
- § Create a Flexible Use of Airspace to facilitate multinational cooperation on all FUA levels
- § Optimise civil-military cooperation
- § Install operations support services and common systems for AIS and MET







# Major work packages





# Expected results

Working Group	Deliverables	Main deliverables Feasibility Study
Operational	1 Common OPS concept 2 FAB Airspace design and sectorization 3 Common contingency concept 4 Ops Implementation Plan 5 Performance analysis 6 MET and AIS cooperation concept	FAB Master Plan





# Risks and challenges

## § Risks and challenges

- Complexity and interdependency of operations
- The interface of the FAB with the European network and other FABs
- Agreement on an acceptable solution for civil and military airspace users

## § Critical success factors

- Agreement on a common OPS concept
- Creation of a common airspace design and sectorisation





# Current status and trends

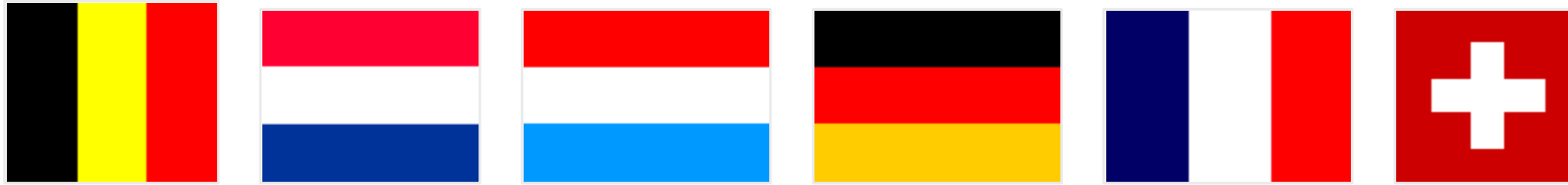
- § Work plan accepted by the different parties of the Feasibility Study
- § OPS concept in preliminary version available
- § Major hotspot areas in common FAB airspace identified
- § First user expectations identified





# FAB Europe Central Feasibility Study Stakeholder Forum





# Technical Working Group

Peter Naets, Eurocontrol/MUAC  
Chairman TECH WG





# Objectives/ambition level

## § Objectives

- Contribute to the FAB EC Detailed Feasibility Study
- Deliver technical services of the 7 ANSPs in a more cost-efficient manner

## § Ambition level

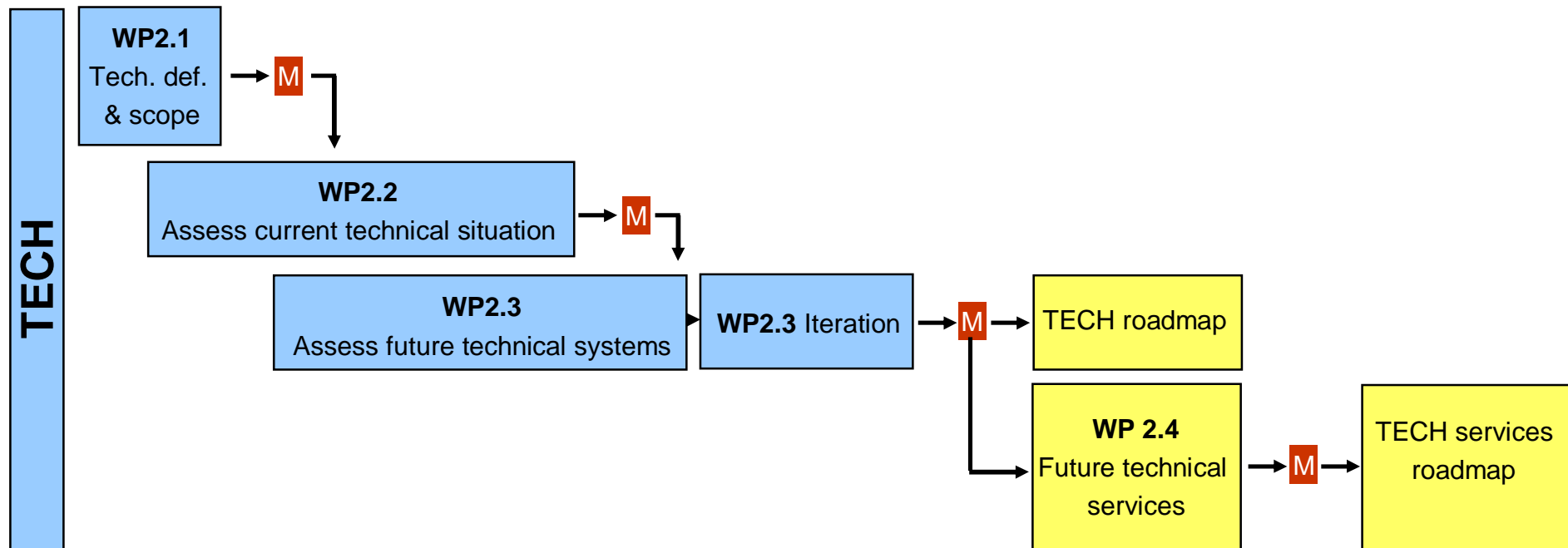
Develop a common technical roadmap for 7 ANSPs leading to

- Common technical systems
- Common technical services





# Major work packages





# Expected results

Working group	Deliverables TWG	TWG contribution  Main deliverables Feasibility Study
Technical - TWG	<ol style="list-style-type: none"> <li>1. Analysis report on current tech systems and services</li> <li>2. Future common maintenance concept</li> <li>3. Common roadmap of technical systems</li> <li>4. Common roadmap of technical services</li> </ol>	<ol style="list-style-type: none"> <li>1. FAB Master Plan</li> <li>2. FAB Safety Case</li> <li>3. CBA</li> </ol>

Quick wins: Early detection of opportunities for future cooperation on technical systems





# Risks and challenges

## § Risks and challenges

- Complexity of technical work
- Aligned with SESAR
- From differences to cooperation
  - ú Technical: system, concept, roadmap
  - ú Corporate: culture, working method, policy, availability of data





# Risks and challenges

## § Critical success factors

- Agreement on ONE future technical roadmap
- Tech input for cost-benefit analysis demonstrating tangible benefits





# Current status and trends

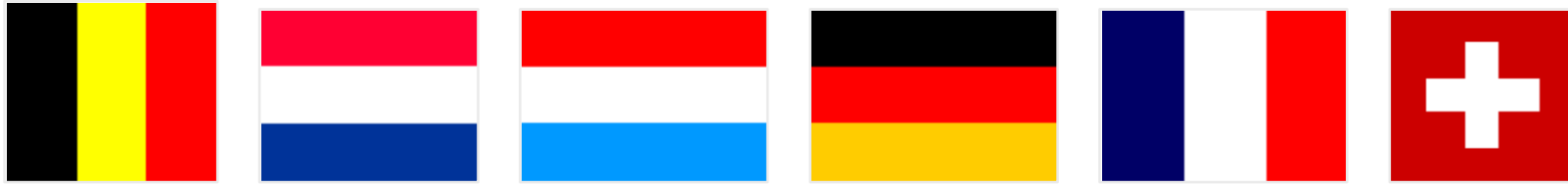
- § Work plan finalised
- § Strong buy-in from the partners (# of technical experts and sharing of work)
- § Earliest indication of success expected by summer 2007
- § Expect change to be:
  - Step-by-step
  - Evolutionary
  - Long-term 10-15 year timeframe





# FAB Europe Central Feasibility Study Stakeholder Forum





# Human Resources Working Group

Frédéric Médioni, DSNA  
Chairman HR WG





# Objectives

- § Identify possible HR issues related to the establishment of the FAB Europe Central. For example:
  - § Training and development
  - § Mobility and flexibility
  - § Working conditions
  
- § Ensure social dialogue based on existing rules and practices (ANSP level, national and European)





# Scope

## § Four work packages

- § Training cooperation
- § Training effort
- § HR plan
- § Social dialogue

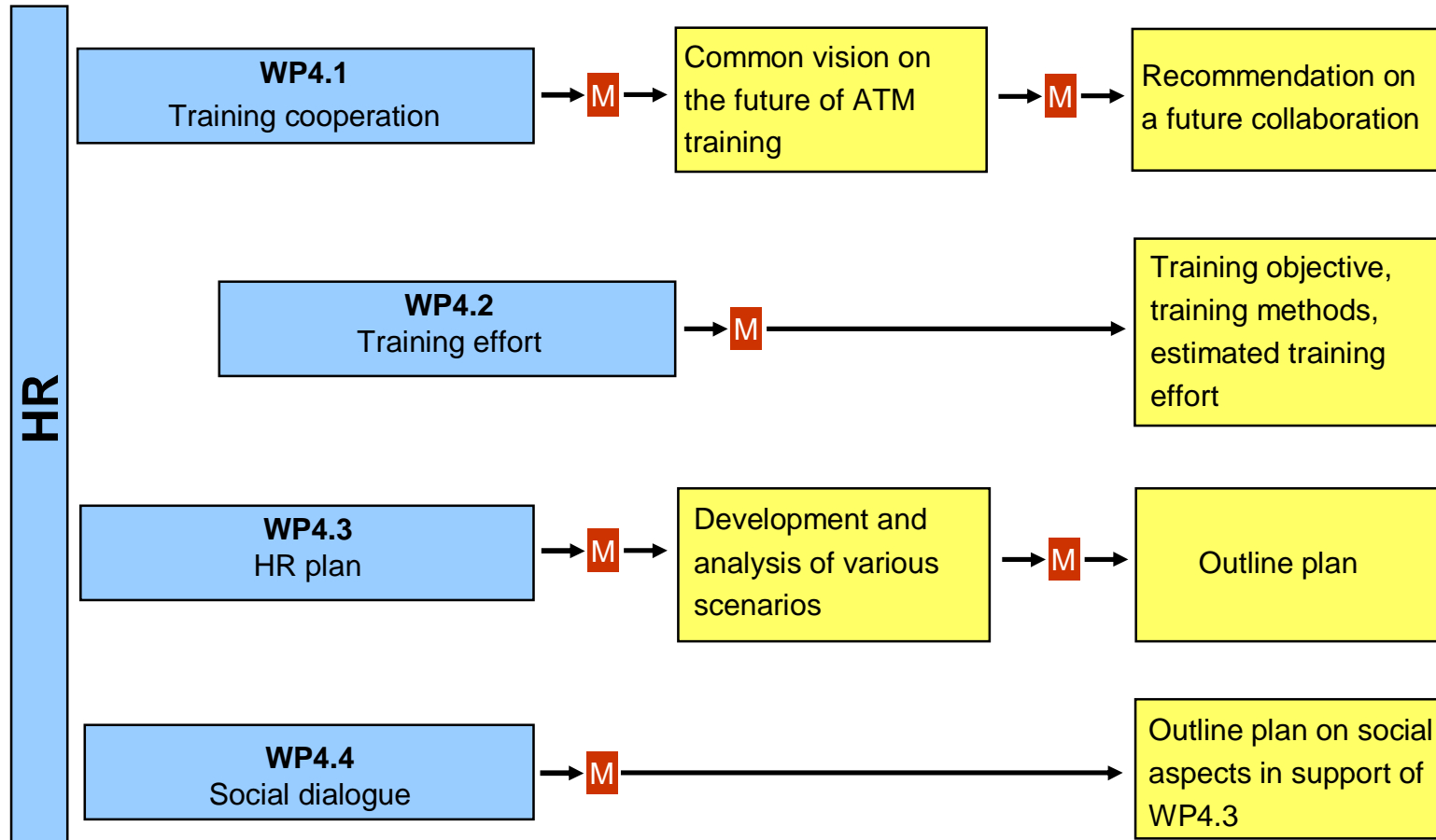
## § Milestones

- § Common understanding on the current situation
- § Shared vision for future training
- § Outline of common training for the transition to FAB concept
- § Scenarios for the HR aspects related to the establishment of the FAB





# Major work packages





# Expected results

## § Deliverables

- § Training philosophy and plan
- § Common vision on the future of ATM training
- § HR scenarios
- § Social dialogue concept for the implementation of the FAB
- § Information of social partners

## § Identified “quick-wins”

- § Sharing of information concerning HR issues between ANSPs
- § Exchanges of best practices in training





# Risks and challenges

## § Risks and challenges

- § Diversity of HR practices, working conditions and legal frameworks

## § Critical success factors

- § Open-minded cooperation between ANSPs
- § Social dialogue





# Current status and trends

## § Training

§ Development of a shared training vision in progress

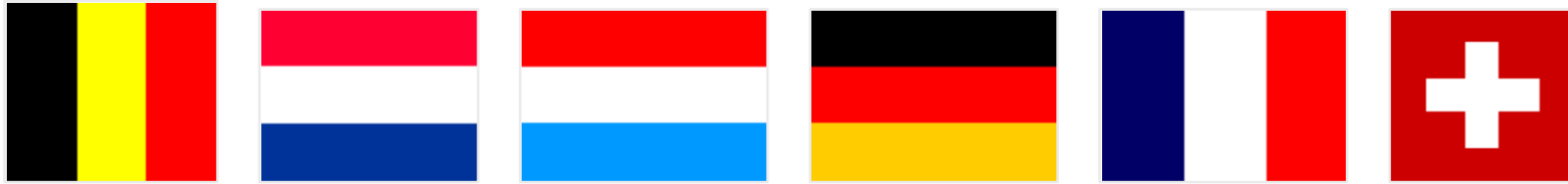
## § Social dialogue

§ Coordination between ANSPs (as each ANSP is using existing social dialogue)

## § HR plan

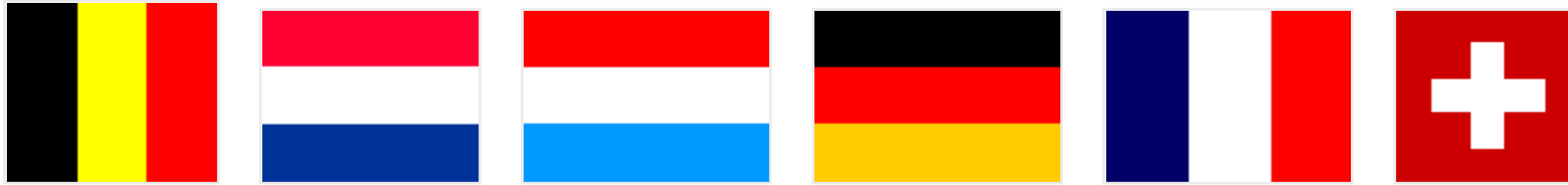
§ Sharing of HR information between ANSPs





# FAB Europe Central Feasibility Study Stakeholder Forum





# Safety Working Group

Job Brüggem, LVNL  
Chairman SAF WG





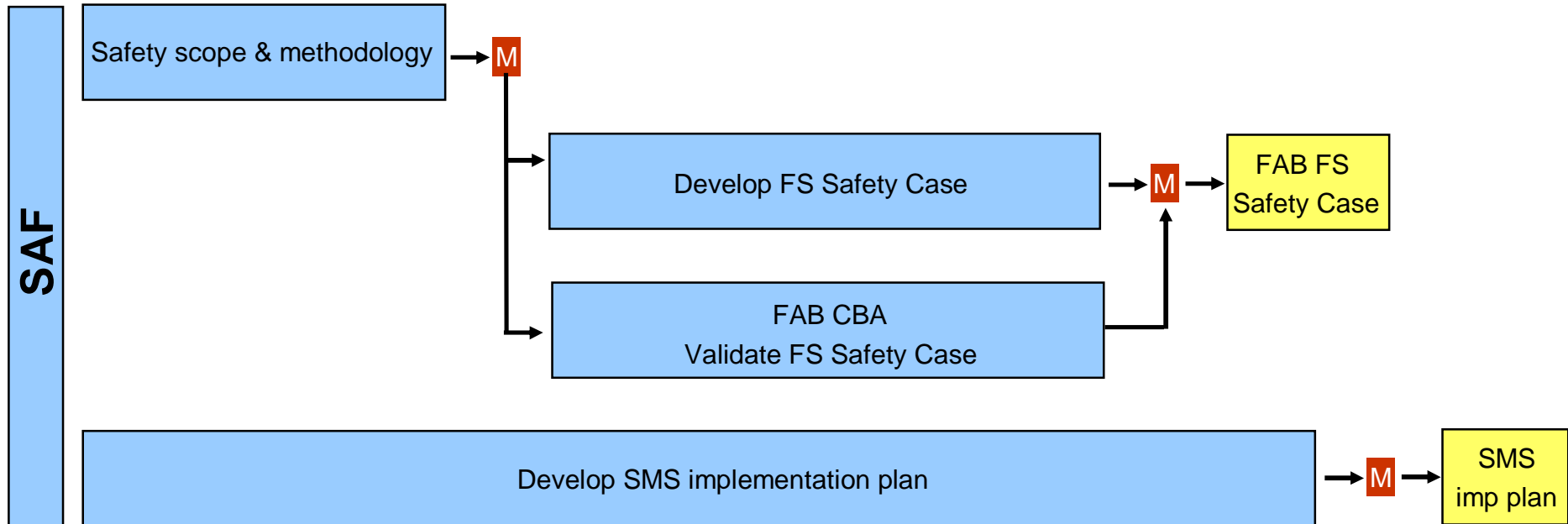
# Objectives

- Assist in drawing up a safety case that shows improved safety of FAB over previous situation
- Deliver a safety management system implementation plan for a future FAB



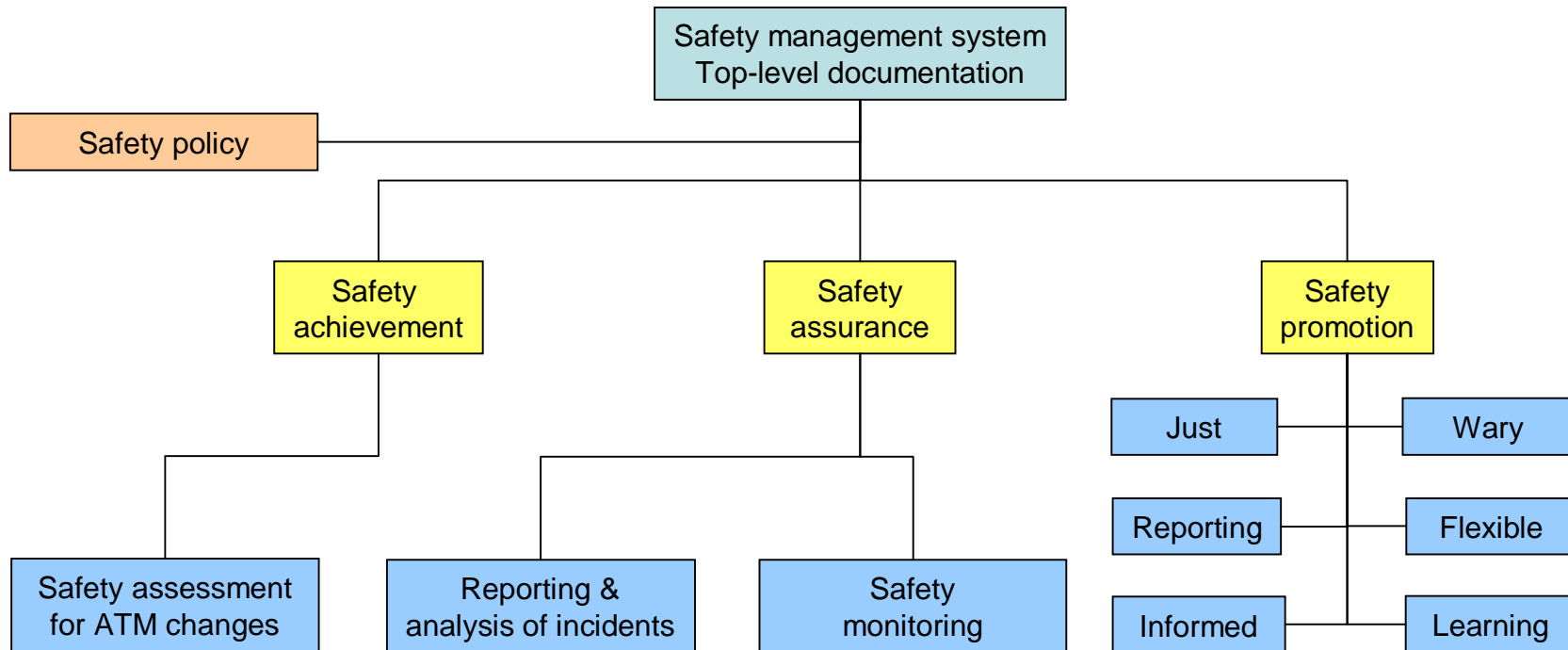


# Major work packages





# General SMS setup





# Expected results

- § Methodology for safety assessment for FAB Feasibility Study
- § Indication of feasibility in terms of FAB meeting safety requirements
- § Roadmap for implementation of a common safety management system





# Risks and challenges

## § Risks and challenges

- Complexity of safety assessment methodologies
- Lack of granularity allows only high-level feasibility indication

## § Critical success factors

- Clear description of operational concept
- Cooperation between the ANSP on safety assessment methodologies
- Clarity of future regulatory environment

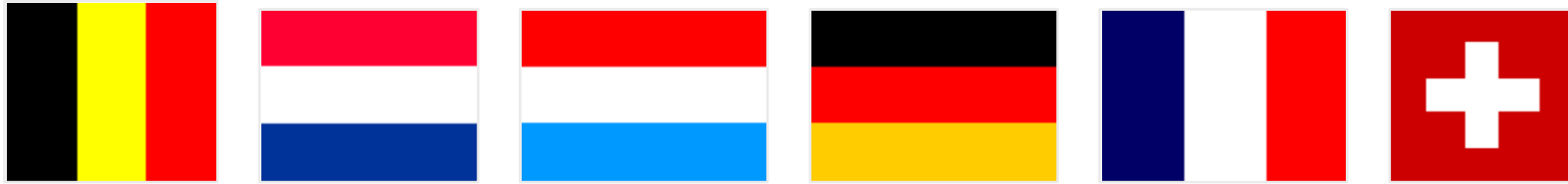




# Current status and trends

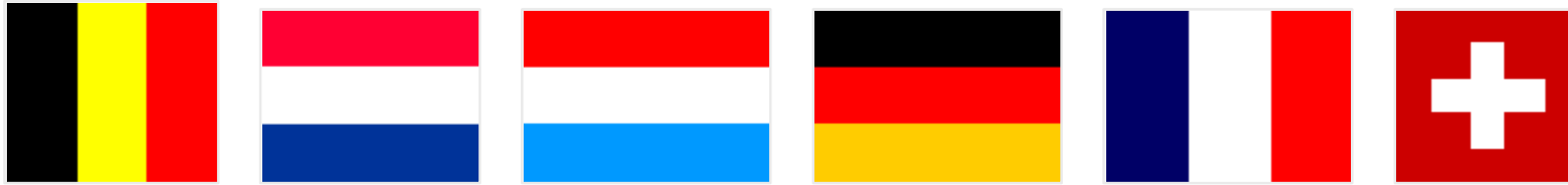
- § Work plan ready
- § Methodology definition in progress
- § SMS implementation plan outline already started





# FAB Europe Central Feasibility Study Stakeholder Forum





# Civ/Mil Working Group

LtCol. Henk Kiffen, NL MoD  
Co-Chairman Civ/Mil WG





# Objectives

- § Increase safety, capacity, cost-effectiveness and efficiency (incl. mission effectiveness) for civil and military airspace users
- § The optimum degree of cooperation between military and civil ATM will be applied within the entire FAB
- § Cooperation ranges from joint use and co-location to integration





# Scope

## Work packages

- § Definition of terms and cooperation models
- § Assessment of criteria and method
- § Identification of the optimum model
  - Assess the different cooperation models
  - Determine risks for each cooperation model
  - Identification

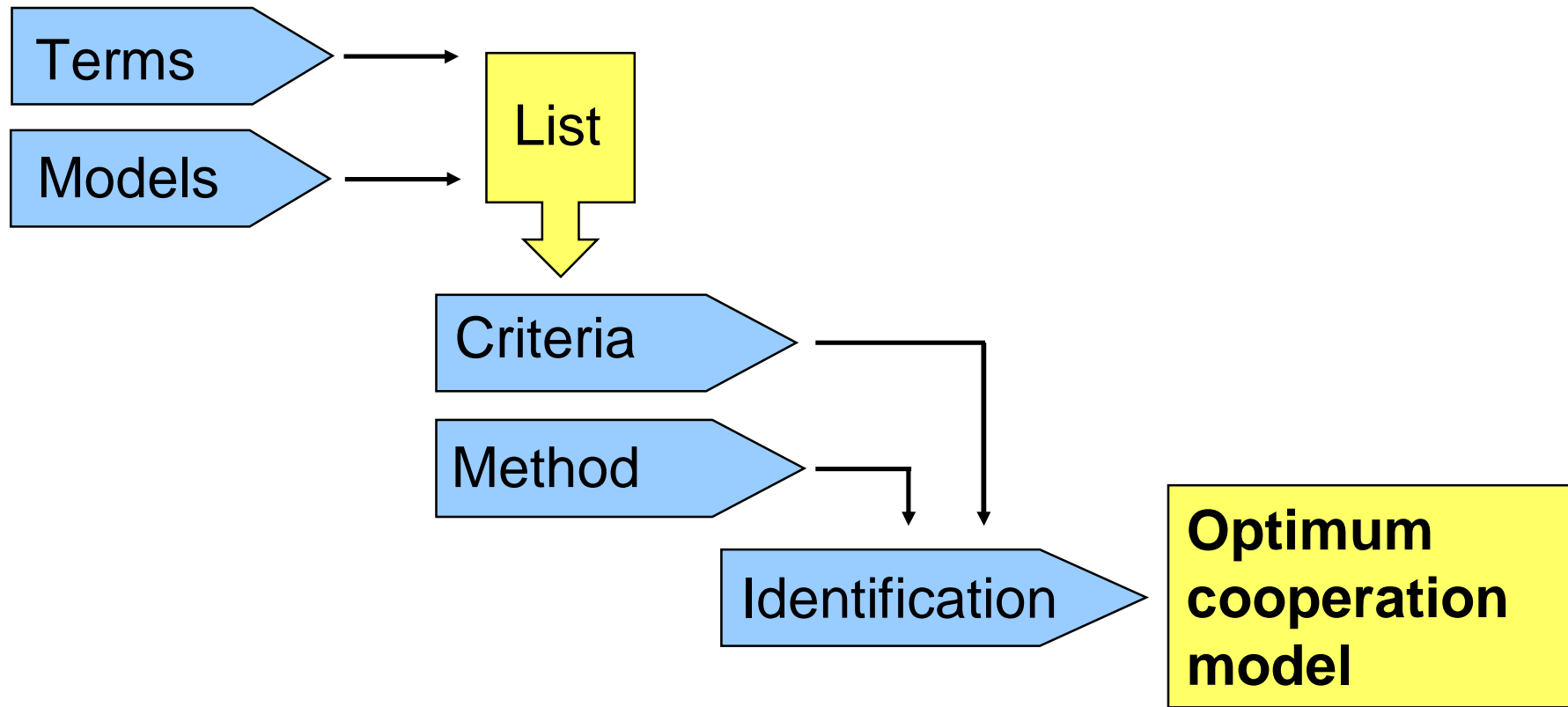
## Milestones

- § Approval of criteria and method
- § Approval of analysis





# Major work packages





# Expected results

## Deliverables

- § List of definitions, terms and possible cooperation models
  
- § Identification of the optimum cooperation model





# Risks and challenges

## § Risk

§ Not to reach a common understanding

## § Challenge

§ To create a win-win situation

## § Critical success factor

§ All participants must have an open and constructive attitude and the will to change





# Current status and trends

§ All parties on board, work is in progress

§ Workshops planned to tackle

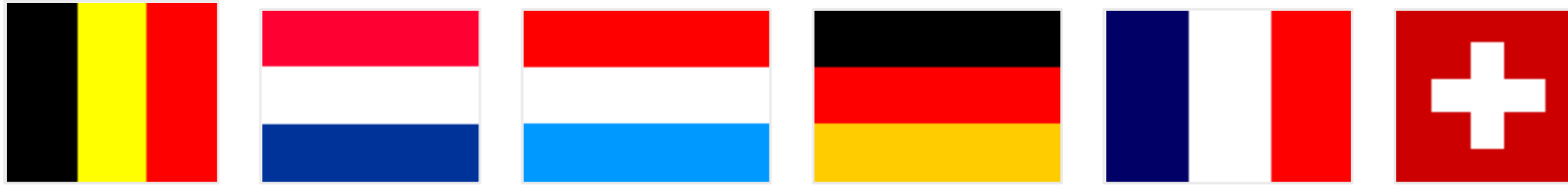
- The definition of terms and models
- The assessment of criteria and method





# FAB Europe Central Feasibility Study Stakeholder Forum





# Financial Working Group

Raoul Verschueren, Belgocontrol  
Chairman FIN WG





# Objectives

## Cost-benefit

- Outcome of the cost-benefit analysis should be positive
- Establishment of FAB will lead to savings for airspace users

## Charging mechanism

- Different proposals will be developed based on information from States on the implementation plans for the EU charging scheme

## Win-win cooperation

- A win-win situation for every service provider will be achieved





# Scope

## § Detailed financial/economic information

- Exchange of information about ANSPs involved in the project

## § Principles of financial cooperation

- Determine the areas and levels of cooperation

## § Requirements for cost-benefit analysis

- Determine requirements for input from other WGs (CBAs on concrete proposals)
- Determine indicators to be used for global CBA





# Scope

§ Cost-benefit analysis of FAB proposal

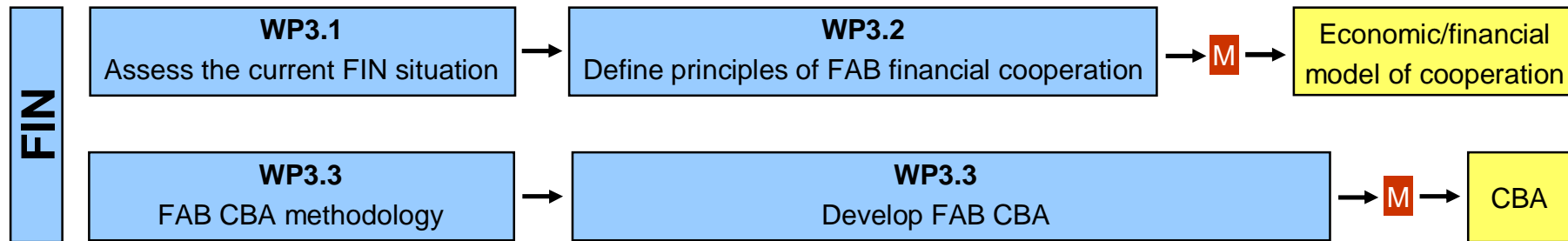
§ Financial cooperation model

- Define model of cooperation on cost and revenue side
- FAB charging regime





# Major work packages





# Expected results

## § Main and final deliverables

- Economic and financial cooperation model
- Cost-benefit analysis





# Risks and challenges

## § Risks and challenges

- Financial cooperation on revenue side will largely depend on the framework of the EU charging scheme
- Definition of FAB charging regime

## § Critical success factors

- Input from other WG for CBA leading to positive outcome
- Clear and timely agreement on charging principles





# Current status and trends

## Assessment of current financial situation

§ Information fact sheet per ANSP on actual financial and economic situation

## Principles of financial cooperation

§ Agreement on high-level approach for financial cooperation with focus on cost side only

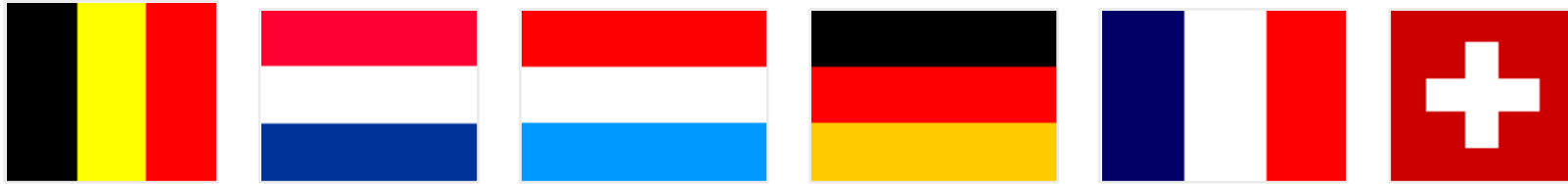
§ Financial cooperation on revenue side at a later stage (depending on EU charging schemes)

## CBA

§ Template with requirements for CBAs to be conducted on concrete proposals put forward by other WGs

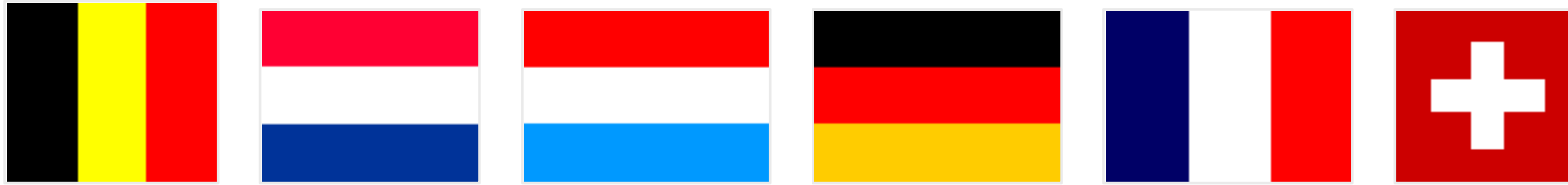
§ Started with definition of a reference case for global CBA





# FAB Europe Central Feasibility Study Stakeholder Forum





# Regulatory / Institutional / Legal Working Group

Thierry Herman, skyguide  
Co-Chairman I/R WG





# Objectives

## § The WG has two main objectives

- § To identify the requirements for the FAB common regulatory regime
- § To propose models for ANSPs co-operation and options for FAB management





# Scope

§ To describe the current status of international and national regulatory structures, ANSPs governance structures and ANSPs co-operation

- § Descriptive document on international regulatory issues & references
- § Descriptive document on regulatory structures
- § Descriptive document on ANSPs governance structures
- § Descriptive document on ANSP co-operation





# Scope

- § To identify the requirements for the FAB Regulatory regime including describing the regulatory issues which have to be addressed for an effective implementation and operation of the FAB
  - § Description of problem areas
  - § Solution of gaps and identification of new requirements
  - § Requirements for an MoU and the FAB Intergovernmental Agreement / Treaty, and to deliver proposals on the topics





# Scope

§ To propose models for ANSPs co-operation and options for FAB management

- § Descriptive document on options for FAB management and ANSP Co-operation
- § Risk Management Plan
- § ANSP-Co-operation Agreement
- § ANSP Governance gap analysis





# Expected results

## § There are 3 main deliverables

- § Regulatory requirements
- § ANSP cooperation agreement
- § Arrangement for ATS delegation

## § Success will be measured by

- § Achieving full coverage of the issues
- § Proposing a pragmatic means of addressing institutional and regulatory issues





# Risks and challenges

- § To work in parallel with the other working groups
  - § How to capture regulatory issues when the concept and solution is not formed?
- § The critical success factors will be
  - § Identification of eventual issues early on
  - § The complex communication structure with many parties involved.

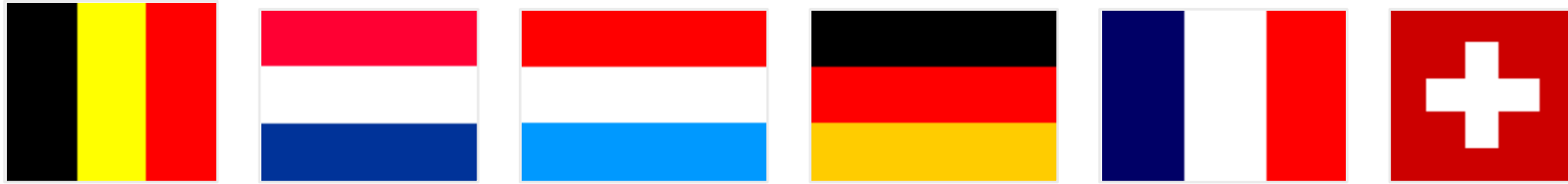




# Current status

- § The working group is in the early stages of its tasks
- § It has a two fold strategy to work in parallel with the other working groups
  - § A 'top-down' approach, comparing the implementation of rules and regulations across the States
  - § A 'bottom-up' approach, to capture issues arising from other working groups





# FAB Europe Central Feasibility Study Stakeholder Forum





# Panel session (item 11)

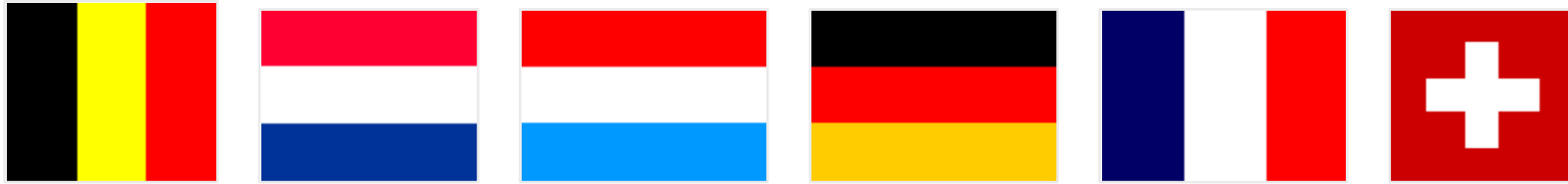
§ Expectations and commitment of the States for the study

§ Moderator: Jules Kneepkens, Chairman HLPG

§ Representatives of the States

- Belgium: **Jules Kneepkens**, Director General – B DGCA
- France: **Gilles Mantoux**, Vice Director, Safety and Airspace – FR DGCA
- Germany: **Dirk Nitschke**, Deputy Director ANS Division – GER DGCA
- Netherlands: **Theo Zandstra**, Programme Manager Air Traffic – NL DGCA
- Switzerland: **Marcel G. Zuckschwerdt**, Director Aviation Policy and Strategy – Swiss DGCA
- Military: **LtCol. Jan-Paul Apon**, Head Airports & Airspace, Military Aviation Authority – NL MIL

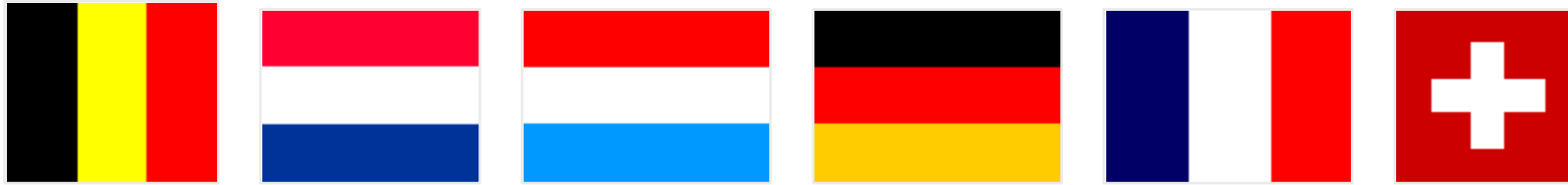




# FAB Europe Central Feasibility Study - Stakeholder Forum

Belgocontrol, 16 February 2007





# Summary of concerns received and statements of forum participants

**Bernard Martens, Chairman SG**





# Overview

- § Returned already 44 forms
- § You are still invited to express your concerns, questions and comments via email
- § Summary of the feedback forms





# Comments General

- § Does the project take into consideration neighbouring aspects? Italy, Austria, Spain and Portugal
- § Decision criteria are missing cost aspects
- § No serious consideration on integration and rationalisation of infrastructure
- § Planning should be made clear
- § What about NSA cooperation
- § Can a non EU certified ANSP participate?
- § Why not having a European flag on the logo?
- § No questions possible after the presentations for this first forum





# Comments HR

- § Mosaic is not under consideration
- § What is the common denominator for ATSEP training and licensing
- § Communication and involvement of staff should be improved
- § When will Social Dialogue start and how will it be organized
- § Unions experience no participation in the working groups





# Comments HR

- § A risk that the Social Dialogue comes to late
- § Will it be free or forced mobility of employees?
- § Could you express yourself on the shortages of staff in Europe
- § The Social Dialogue seems to be neglected
- § We do not see Social Dialogue as a potential risk





# Comments Technical

- § How do we guarantee common systems if the procurement processes are not common?
- § Could you clarify the relationship between SESAR and the FAB study





# Comments Financial

§ We do have our doubts on the quality of CBAs





# Comments Operational

- § Weather services should be covered
- § Is incorporation of Flow Management Capacity considered?
- § Shorter routes for city pairs
- § Is it possible to have the same airways for upper and lower airspace?
- § Reporting on safety occurrences needs to be harmonized





# Thank you for your contributions today

- § Formal feedback will be provided after the forum
- § Additional comments and questions can be emailed to [fabecpmo@helios-tech.co.uk](mailto:fabecpmo@helios-tech.co.uk)

