



**International Federation of
Air Traffic Safety Electronics Associations**

Consultation on the FABEC Performance Plan

**Presentation
by
Thorsten Wehe
IFATSEA Director Region Europe**

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**The Air Transportation System
and several key subsystems
including the Aircraft, Airline, and
Air Traffic Management are modeled as
interacting control loops.**



The impact of Technologies
on each of these
subsystems is evaluated through
the performance of these control
loops.





Technologies are seen to have a significant impact on the safety, efficiency, capability, capacity, environmental impact and financial performance of the
Air Transportation System.





Air Traffic Safety Electronic Personnel (ATSEP)

- are the Air Traffic Management (CNS/ATM) Technical Staff in the field of aviation electronics and software used for the safety of air traffic, usually employed by the Air Navigation Service Provider (ANSP).
- ATSEPs are mainly engineers, technicians, hard- and software specialists who are responsible for the specification, procurement, installation, calibration, maintenance, flight testing and certification of ground electronic systems controlling aircraft movements.
- IFATSEA is the global organization for the representation of ATSEPs on professional matters.

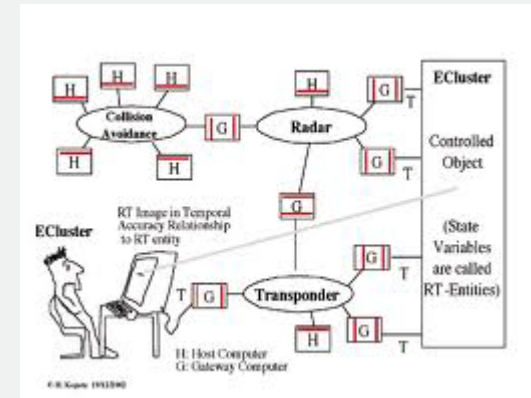


Air Traffic Safety Electronic Personnel (ATSEP)

- **The shortage of highly qualified electronic professionals experts (ATSEP) in the forthcoming new automation era will soon become evident**



- **IFATSEA is in favor of full harmonization among the involved countries within the FABs**



Air Traffic Safety Electronic Personnel (ATSEP)

- The standards for ATSEP to be implemented should be according to the highest one among the involved countries in FABs. The cooperation, the sharing of technological expertise and procedures internal within the FAB countries is also greatly encouraged by IFATSEA.



Today

- Industry unable to bring new Systems on time
 - usually delays by years today

- Increasing costs in software developments

- User market for CNS/ATM Systems is undersized
 - ANSPs shall encourage own developments

- Investments in future CNS/ATM Systems is needed
 - SESAR as a key for the long term future
 - solutions for mid term required





Performance

- **EU Performance Regulation not compliant with ICAO**
- **the enhancement air transport needs around the world according to the ICAO requirements**
- **EU Performance targets undue burden on ANSPs**
- **ANSPs needs robust financial resources for investments for the future to improve safety, efficiency and capacity**
- **Capacity is the key on cost effectiveness**
- **Adjust demand of airspace users in close cooperation with all stakeholders**





FABEC

- FABEC is an ambitious initiative
- FABEC States shall agree on governance
- Common FABEC strategy for Technical Infrastructure and Services
- Unbundling of Services will increase costs
- IFATSEA ready to support FABEC on all levels
- IFATSEA ready to give expertise





Future



- **Investments in the future CNS/ATM Systems is imperative**
 - **SESAR as a key for the long term future**

- **CNS/ATM needs stable financial resources to meet future objectives and to survive in crucial situations without burden on taxpayer**

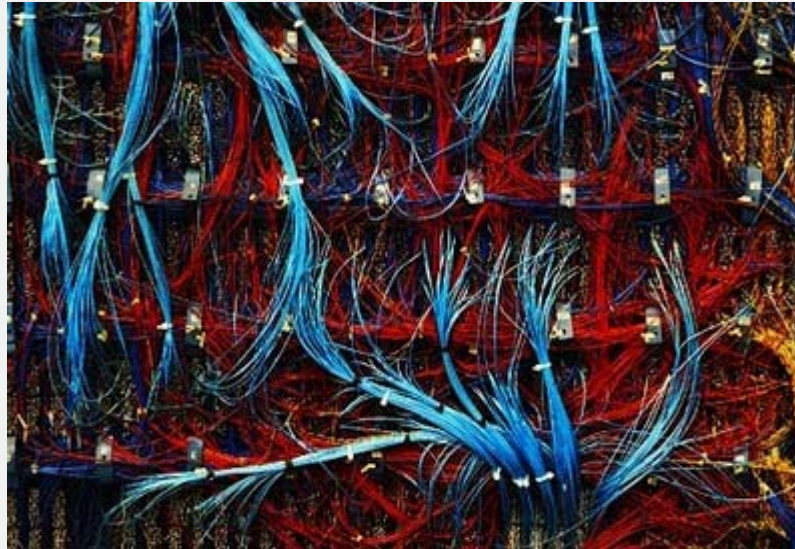
- **steady simulations of future traffic is essential**



Safety first



- **IFATSEA strongly opposes any policies that prioritize profit on the cost of Safety or competency levels including training costs or Licensing or the well being of its members. Competition shall not compromise safety.**



You get what you pay for

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Thank you for Attention