



# FAB EC NEWSLETTER

Edition 2, December 2007

## FAB Europe Central: FABEC feasibility study on track

**The feasibility study for the FAB Europe Central (FAB EC), a functional airspace block in the core area of Europe, is making good progress. At the second Stakeholder Forum in Paris, Jules Kneepkens, Chairman of the FAB EC High Level Policy Group, stressed that the study was still 'on track'. He also emphasised that the FAB EC partners have defined performance objectives in the area of safety, environment, capacity, cost-effectiveness, flight efficiency and mission effectiveness.**

Different working group leaders explained that the first phase of the study already delivered interesting results. Bernard Martens, Chairman of the FAB EC Steering Group, stressed in particular the importance of the cost-effectiveness of the solutions identified by the different working groups. Raoul Verschueren, Chairman of the Financial Working Group, confirmed that a first pass cost-benefit analysis shows that airlines will benefit most from improved flight efficiency and reduced delays. Additional cost savings are expected.

Speakers from airline organisations, trade unions, as well as the European Commission (EC) were invited to the meeting to provide their feedback and expectations to the ANSPs. After a day of constructive discussions host Marc Hamy, CEO of DSN (the French ANSP) made it quite

clear in front of some 120 participants that "to be successful in our study we need to hear and understand the opinions and interests of all the stakeholders".

In their presentations, the social partners focussed on aspects such as best working conditions for all air traffic professionals. The business stakeholders felt that the study's bottom-up approach was not delivering results fast enough. They also indicated that the FAB EC targets should be in line with the targets of SESAR (Single European Sky ATM Research).

But Mr Martens was adamant in Paris that the 'spirit' of the bottom-up approach would produce 'high-quality solutions'. Martens added that, in addition to cooperation and integration, consolidation would have to be an option in order to ensure that the requirements of users, governments and the European Commission were taken into account when setting targets for FAB EC: "Consolidation is no longer a taboo for FAB EC."

Also at the Paris meeting, the representative of the European Commission, Luc Tytgat, stressed that the EC would, in June next year, table a second package of Single European Sky (SES) regulations, with reinforced performance targets. Tytgat, the Head of the ATM unit within the EC Directorate of Transport and Energy, stressed that with the SES II package the EC was seeking to strengthen the bottom-up approach of FAB EC and other FAB initiatives, since they were 'sub-networks' of the pan-European network.



Bernard Martens, Chairman of the FAB EC Steering Group



Luc Tytgat, Head of the Unit Single Sky & Modernisation of Air Traffic Control within the Directorate of Transport and Energy of the European Commission.



## FABEC states present common guidelines

The six FAB EC States have defined a general common approach to the project. The States (Belgium, France, Germany, Luxembourg, the Netherlands and Switzerland) seized the opportunity of the second Stakeholder Forum to present these strategic guidelines for a 'high performance' FAB EC.

Raymond Cron, Director General of the Swiss Federal Office of Civil Aviation, in his presentation of the State objectives, described the common approach as a 'milestone' for FAB EC, considering the complex political process required to obtain government approval for the set of guidelines, which were binding for civil and military aviation authorities. "Moving too fast in such a process could easily lead to failure" Mr Cron stressed, playing down the airlines' criticism that FAB EC was moving ahead too slowly.

Once the results of the feasibility study, scheduled for July 2008, are on the table, the States will have to sign a Memorandum of Understanding (MoU) in the second half of the year in order to invest the necessary political commitment in the implementation of FAB EC. A treaty, to be signed by the six States, should be ready for signature by 2009. The entry into force of the treaty is expected for 2010/11, after ratification in each of the six States.



Nicolas Hinchliffe, delegate of ATC EUC, the European union of air traffic controllers.



Riccardo Rubini, FAB coordinator of the ETF.



Gerry O'Connell, Assistant Director Safety, Operations and Infrastructure Europe of the IATA.



Vincent de Vroey, General Manager Technical & Operations of the AEA.



Raymond Cron, Director General of the Swiss Federal Office of Civil Aviation

Civil/Military Working Group:

## Civil and military partners share common vision

**With the adoption of a common strategic outlook for the creation of FAB Europe Central, the collaboration of the civil and military partners of the six States is reaching new heights.**

The vision of FAB EC is not only ambitious in that it sets explicit performance targets; it is also designed to meet, in a collaborative effort, the specific requirements of each group of airspace users. In concrete terms, this means that while increasing civil air traffic flows will be managed more safely and effectively, national security activities will continue to receive priority. From the military point of view mission effectiveness requires flexibility to allow for last-minute airspace changes and the use of training airspace located at adequate flying distances from airbases.

Training areas also need to be of sufficient size to accommodate various types of aircraft, armaments and specific mission requirements. These specific requirements now form an integral part of the common vision for a seamless core European airspace.

Within the FAB EC feasibility project, civil and military experts actively participate in the definition of the future system. Military experts sit on several expert working groups, in particular those under the aegis of the operational, technical and civil/military working groups.

So, what has been achieved so far? Three main cooperation avenues are being studied and potential benefits have already been identified.

The FAB EC ATM concept aims to achieve a more harmonised management of airspace. Through the envisaged common airspace management (ASM) and flow and capacity management (ATFCM) function, joint planning and coordination will ensure that airspace is managed in an integrated way from the planning phase to real-time operations by both civil and military partners. At the moment, ASM cells are national; in the future, they will operate as a FAB EC ASM function, providing an interface with neighbouring FABs and pan-European functions. The shared use of airspace - which can be used alternatively for civil traffic and military activities - will bring benefits to all parties: increased capacity and better flight efficiency

through higher utilisation rates of military airspace, increased flexibility for both civil and military partners and lower costs. A centralised policy and management structure for cross-border military areas is also fully in line with the defragmentation ambitions of the Single European Sky and FAB EC.

The route re-design process launched as part of the airspace design project will allow not only the optimum use of airspace but also greater flexibility. One example of how this re-design could improve users' everyday lives is that the location of military exercise areas could vary dynamically depending on the civil demand for the use of certain routes. Conversely, civil flows could be re-routed to accommodate military exercise needs. A clear example of a win-win situation.

Finally, there is also significant potential in the rationalisation of civil and military technical infrastructure, in particular the common use of radars and ATM systems. Defragmentation, cooperation, joint management and economies of scale will unquestionably depend on resources being pooled.

Well-organised civil-military cooperation is a key tenet for the realisation of the common vision. For many years, civil and military partners have been looking at how best to share a finite resource. The FAB EC feasibility study can be a catalyst for the acceleration of the collaborative process - and also cultural change. Several cooperation models that build on past successes are currently under scrutiny. FAB EC is not a one-way process: both user groups - civil and military alike - will benefit by working more closely together. This is the main challenge of their common vision.



**HR Working Group:**

## **Heading for enhanced cooperation**

**Employees of the seven ANSPs taking part in the FAB EC feasibility study all have the same objective. They all strive to ensure safe and reliable air traffic management. Yet when it comes to the working conditions of these many thousands of employees, the picture is far from homogeneous. It is the task of the Human Resources Working Group (HR WG) to interweave and link these conditions in such a way that close cooperation in a FAB environment is possible.**

Whether you compare a German controller to his French counterpart, a Dutch human resources manager to his Belgian colleague, or a Luxembourg engineer to his Swiss equivalent, their contracts of employment, day-to-day working conditions and pension schemes differ widely as a result of historical and cultural backgrounds. One of the main objectives of the HR WG is to find out how to compensate or utilise these differences to achieve the FAB objectives. Says Mr Frédéric Medioni, Head of Brest ACC and Chairman of the HR WG: "For the creation of a FAB it is important that we do not underestimate the significance of diversity. But it is even more vital for our common undertaking that we understand how we can utilise that same diversity."

**"The interdependency of the Human Resources Working Group and the other working groups is one of the major challenges we face."**

Like the other WGs, the HR WG started its work by making an inventory of the working conditions of the seven ANSPs involved in the FAB EC Project. This 'stocktake' made it possible for the similarities and differences between the various systems to be mapped out. Says Mr Medioni: "This allowed us to see which similarities can be used to achieve the FAB EC objectives and which differences still give rise to limitations."

On the basis of the various levels of cooperation defined by the strategic direction paper issued by the CEOs of the ANSPs in July of this year, the HR WG is now working on the identification of various areas and functions to

which the said levels of cooperation might be applied. Says Mr Medioni: "We should then be able to evaluate the HR-related benefits and costs of several cooperation approaches."

The HR WG Chairman stresses that once proposals from other WGs take shape, his WG will have to analyse these in HR terms: "This interdependency of the HR WG and other WGs is one of the major challenges we face."

Within the FAB EC feasibility study discussion of social dialogue is based on existing national rules. Mr Medioni stresses that his WG also coordinates this discussion: "We organise information meetings with European unions, and we will advise the participating States and ANSPs when the time comes for implementation of the FAB EC in order to create the right conditions for satisfactory future social dialogue."



*Mr Medioni: "For the creation of a FAB it is important that we do not underestimate the significance of diversity. But it is even more vital for our common undertaking that we understand how we can utilise that same diversity."*

## FABEC performance targets:

### Safety

The FABEC development shall take all efforts necessary to ensure an improved safety level. This means that, despite the civil traffic growth the current absolute number of ANS-induced accidents and risk-bearing incidents shall not increase or will even decrease.

### Environment

The FABEC development shall contribute to reduce the impact on the environment by improvements of routes, flight profiles and distances flown.

### Cost-effectiveness

Within FABEC, the expected 50% increase of civil traffic by 2018 shall not result in more than 25% increase of total cost based on current rules of cost recovery (leading to a 17% reduction of the real en-route unit cost). On the military side, a decrease in ATM cost shall be realised.

### Flight efficiency

The FABEC development shall significantly contribute to improve the flight efficiency by improvements of routes, flight profiles and distances flown. The target will be a reduction in the FABEC area in the average route extension per flight of two kilometres per annum until 2010, increasing to an accumulated total of 10 km by 2018.

### Capacity

Develop the airspace capacity so as to meet the demand of increased civil air traffic in the range of 50% for 2018 based on Eurocontrol forecast, taking into account the current agreed delay target of 1 minute per flight and taking into account the military needs.

### Mission effectiveness

FABEC shall enable an improvement of military airspace use and avoid cancellation of missions due to ATFCM.



## FORTHCOMING EVENT:

27 FEBRUARY – ZURICH:  
CUSTOMER CONSULTATION

This customer consultation meeting will be held on 27 February 2008 at the premises of skyguide, in Zurich.

## List of abbreviations:

AEA	=	Association of European Airlines
ACC	=	Area Control Centre
ANSP	=	Air Navigation Service Provider
ASM	=	Airspace Management
ATC	=	Air Traffic Control
ATC EUC	=	Air Traffic Control Unions Coordination
ATFCM	=	Air Traffic Flow and Capacity Management
ATM	=	Air Traffic Management
CEO	=	Chief Executive Officer
DSNA	=	Direction National des Services Aériens
EC	=	European Commission
ETF	=	European Transport Workers Federation
FAB	=	Functional Airspace Block
FAB EC	=	Functional Airspace Block Europe Central
HR WG	=	Human Resources Working Group
IATA	=	International Air Transport Association
MoU	=	Memory of Understanding
SES	=	Single European Sky
SESAR	=	Single European Sky ATM Research
WG	=	Working Group

## WEBSITE

[www.fab-europe-central.eu](http://www.fab-europe-central.eu)

## CONTACT

FAB Europe Central Project Management Office  
c/o Belgocontrol  
Tervuursesteenweg 303  
B-1820 Steenokkerzeel  
Belgium  
[FAB.Europe.Central@belgocontrol.be](mailto:FAB.Europe.Central@belgocontrol.be)

## INFORMATION

FAB Europe Central Steering Group  
Bernard Martens, Chairman, +32 2 206 2002  
[bernard\\_martens@belgocontrol.be](mailto:bernard_martens@belgocontrol.be)

Belgocontrol, Belgium  
Guy Viselé, Nadine Meesen, +32 2 206 20 07 / 20 23  
[press@belgocontrol.be](mailto:press@belgocontrol.be)  
[www.belgocontrol.be](http://www.belgocontrol.be)

DSNA, France  
Thierry Liabastres, Jean-Marie Piduch, +33 15809 4901  
[thierry.liabastres@aviation-civile.gouv.fr](mailto:thierry.liabastres@aviation-civile.gouv.fr)  
[www.aviation-civile.gouv.fr](http://www.aviation-civile.gouv.fr)

DFS, Germany  
Roland Beran, +49 6103 707 4190  
[info@dfs.de](mailto:info@dfs.de)  
[www.dfs.de](http://www.dfs.de)

LAA, Luxembourg  
Gilbert Meyer, +352 4798 2001  
[gilbert.meyer@airport.etat.lu](mailto:gilbert.meyer@airport.etat.lu)  
[www.aeroport.public.lu](http://www.aeroport.public.lu)

LVNL, the Netherlands  
Katinka Horvath, Paul Hazebroek, +31 20 406 2175  
[communications@lvnl.nl](mailto:communications@lvnl.nl)  
[www.lvnl.nl](http://www.lvnl.nl)

MUAC, Eurocontrol/Maastricht Upper Area Control Centre  
Fred Könnemann, Mireille Roman,  
+31 43 366 1247 / 1352  
[masuac.info@eurocontrol.int](mailto:masuac.info@eurocontrol.int)  
[www.eurocontrol.int/muac](http://www.eurocontrol.int/muac)

Skyguide, Switzerland  
Rosemarie Rotzetter, Patrick Herr, +41 22 417 40 08  
[presse@skyguide.ch](mailto:presse@skyguide.ch)  
[www.skyguide.ch](http://www.skyguide.ch)