

**FABEC and EC**

**Compliance documents handed over on-time**

On 20 June, FABEC States presented the formal FABEC information to the European Commission, containing the documents which demonstrate the compliance of FABEC with the applicable EU regulation No 176/2011. The package includes a full set of documents based on the guidance material provided by European Commission. Three and a half years after the formal decision to establish FABEC in Bordeaux in November 2008 a solid foundation has been established upon which FABEC partners can continue to build.

The set-up of the FABEC Information file is based on the orientation provided by the European FAB System Coordinator, Dr. Georg Jarzembowski, who described ten success criteria – two of them are optional. Today, FABEC is in the

position that nine out of ten criteria have been fulfilled or will be fulfilled in the course of the year. Only the optional criterion on a common charging policy remains open for the time being.

In detail, FABEC provided a State Agreement, a FAB Safety Case, a common Performance Plan, a FAB cost-benefit analysis. In addition, FABEC can demonstrate evidence that the cooperation between NSAs and ANSPs have improved as well as civil/military cooperation and cooperation with the Network Manager as well as between civil-military ANSPs and States representatives. Beside this, several optional agreements are part of the overall report. Since 20 April all relevant documents have been published on fabec.eu. *Page 03*

**Olympic Games 2012**

**FABEC ANSPs facilitate air traffic flow management**

Air traffic to and from London's airports will significantly increase between 27 July and 12 August 2012 and in the surrounding weeks, owing to the London Olympics. FABEC Air Navigation Service



London 2012

Providers (ANSPs) are pro-actively working to minimise air traffic delays caused by congestion during this time.

In cooperation with EUROCONTROL's Network Manager and the UK ANSP NATS, the FABEC ANSPs will increase Air Traffic Flow and Capacity Management (ATFCM) to and from UK airports for this event. In a bid to ease the handling of heavy traffic, new flight profiles, coordination procedures and off-load scenarios have been agreed upon. Furthermore, in collaboration with their military partners, special new direct routes such as the Free Route Olympic Games (FROG)

**FABEC**

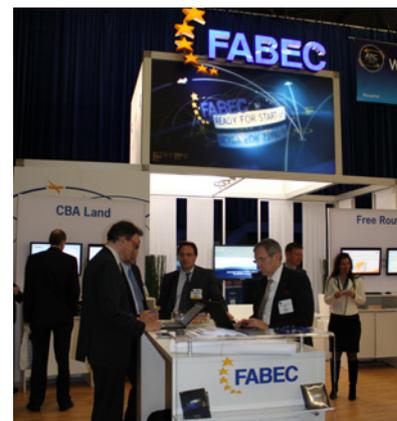
**First Performance Report**

Early June FABEC delivered the first performance report. Based on the methodology laid down in the FABEC Performance Report it shows actual developments in the area of capacity. The report will be provided on a monthly basis. The data (Jan-April) provided underlines that air traffic in FABEC airspace is continuously decreasing. In addition, it indicates that FABEC most probably will fulfill the target on punctuality.

To safeguard transparency FABEC is providing the report on [www.fabec.eu](http://www.fabec.eu). The summary and main conclusions are provided in this newsletter. *Page 11*

**Amsterdam**

**ATC Global 2012**



FABEC booth at ATC Global

Several visitors used the opportunity to meet FABEC representatives at the stand at ATC Global. In addition, many visitors joined a FABEC workshop conducted with the European Commission on the way forward.



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## Olympic Games 2012

**FABEC ANSPs facilitate air traffic flow management**

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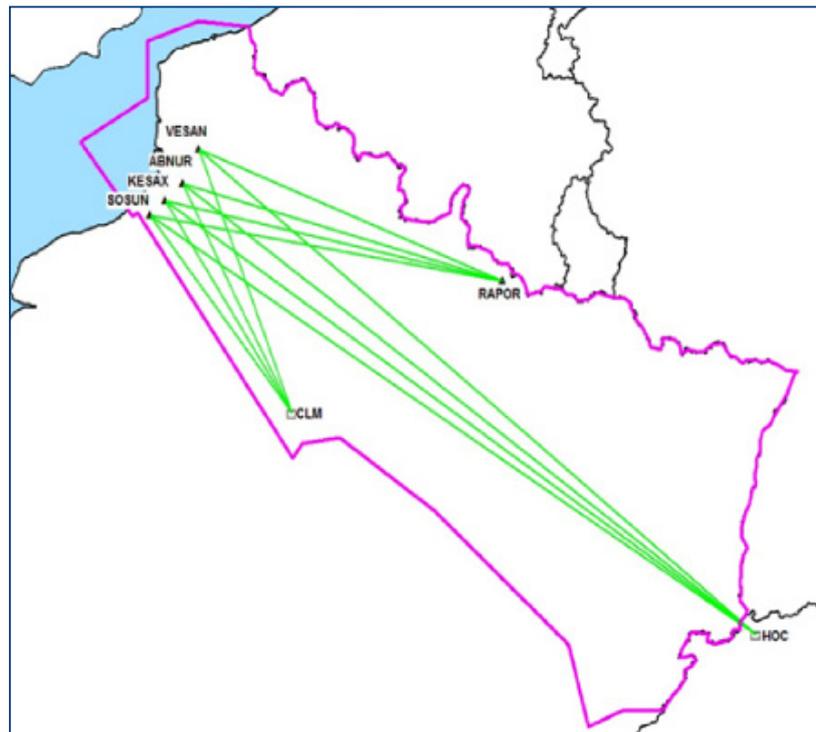
routes in the North of France developed by DSNA and additional routes in the Netherlands, extending into Germany, will be available in upper airspace. In lower airspace new operational procedures for specific destinations within the UK will be put in place by EUROCONTROL's Maastricht Upper Area Control Centre (MUAC), Belgocontrol and NATS. To accommodate the traffic Air Traffic Control of the Netherlands (LVNL), in cooperation with the Royal Dutch Airforce, also

prepared temporary procedures to become effective during the Olympic games. In addition, the FABEC partners will operate a dedicated common FABEC Olympics Cell at MUAC, with a view to optimising performance delivery through collaborative ATFCM and civil/military Airspace Management (ASM). Safety, efficiency and environmental analysis have been conducted and the controllers are fully prepared for this temporary situation.

Notwithstanding this increased and focused effort, delays can be expected to be higher than usual in these areas and possibly also in other parts of the network, in particular in FABEC airspace. FABEC's efforts therefore epitomise the excellent level of cooperation between FAB-interfaces to offer the best large-scale operational solution possible, in the interest of airspace users.



Reims ACC operations room



FROG (Free Route Olympic Games) in the airspace handled by Reims ACC

## FABEC and EC Compliance documents handed over on-time

*continued from page 01:*

The entire FABEC Information file was the subject of an information and consultation meeting with stakeholders conducted on 11 May 2012. During the meeting representatives from the aircraft operators as well as from the social partners unions expressed their views, comments and concerns. In addition, FABEC offered the facility of a written consultation based on a web-based tool. All comments, questions and observations have been gathered and answered in one document which is also part of the FABEC information packet.

To demonstrate the overall added value of FABEC, a cost-benefit analysis was conducted. It shows that first results are visible, but that the financial benefits for the airlines will be substantially lower than expected four years ago. Earlier estimations were based on high traffic growth and substantially gain was calculated from the avoidance of costs of increased delays resulting from that growth. These delays will

not happen at today's traffic volumes preventing the positive effects of FABEC capacity measures being taken into account. Never-

theless, it is obvious that the overall added value of creating FABEC remains confirmed and proven.

### THE FABEC FILE

The FABEC EC file consists of 20 documents. To ensure transparency all documents are available under: [www.fabec.eu](http://www.fabec.eu)

#### FABEC AFG EC Information Report

- Annex A - Glossary
- Annex B - FABEC State Treaty
- Annex C - (Provisional) State Governance Manual
- Annex D - Designation within FABEC
- Annex E - NSA Arrangements
- Annex F - FABEC Cooperation Agreement ANSPs
- Annex G - FABEC Airspace Policy
- Annex H - Arrangements with the Network Manager
- Annex I - FABEC Regional Agreements
- Annex J - Communication Plan Implementation Phase
- Annex K - Consultation of Staff Representative Bodies
- Annex L - FABEC Safety Case
- Annex M- FABEC Airspace Management
- Annex N - FABEC Airspace Design
- Annex O - FABEC Environmental Case
- Annex P - Optimal use of technical resources
- Annex Q - Optimal use of HR resources
- Annex R - Implementation Phase Cost Benefit Analysis
- Annex S - FABEC Performance

## SESAR DFS project lauded

On the eve of the ATC Global Exhibition and Conference in Amsterdam, DFS Deutsche Flugsicherung was awarded the SESAR Project Award. The project "dynamic Demand and Capacity Balancing (dDCB)" won in the category Outstanding Project. Project leader Othmar Schnabel was there to personally receive the award.

The SESAR prize is awarded annually to the most outstanding project amongst members of the Single European Sky ATM Research Programme (SESAR), which promotes the modernisation of the European ATC infrastructure.

The dDCB concept aims to establish a closer link between Air Traffic Flow and Capacity Management (ATFCM) and the daily operations of air traffic services. It helps to reduce the number of complex traffic situations and capacity bottlenecks during the course of daily traffic operations. The traffic situation is monitored to identify and manage imbalances between demand and capacity. If there are changes or delays in the flow of traffic, for example, a bottleneck at an airport or a capacity restriction at a control centre, the process helps to minimise the short-term effects on the day of

operation. All relevant parties – that is, airspace users, regional, sub-regional and local network managers, airports and air traffic services – are involved. As in all complex systems, the communication of relevant information to all involved parties is a key factor.



DFS and DSNA

## **A6 and FAA to sign Joint Statement of Purpose**

On 7 March, an alliance of some of the largest European Air Navigation Service Providers including DFS and DSNA – the A6 – and the United States' Federal Aviation Administration have signed a Joint Statement of Purpose signalling their intention to move together towards a future interoperable aviation system that is operationally driven and technology enhanced.

Europe and the USA are currently both running programmes to develop the ATM infrastructure that will help meet future safety, capacity and environmental benefits: SESAR (Single European Sky ATM Research) in Europe and NextGen in the US.

The signing of this Joint Statement of Purpose (JSOP) signals the intention to seek areas of

mutual interest such as systems implementation, programme management and involving air traffic controllers in the transition to these new systems. The idea behind the JSOP is to create a forum for discussing and collaborating about future systems and sharing information and best practice on deployment. Future cooperation between A6 and the FAA will benefit the entire global aviation community.

Netherlands and MUAC

## **The Netherlands and EUROCONTROL sign cooperation agreement for shared ATS System**

On 9 March 2012, the Kingdom of the Netherlands and EUROCONTROL signed a cooperation agreement for the provision by EUROCONTROL's Maastricht Upper Area Control Centre (MUAC) of air traffic data services to the Royal Netherlands Air Force (RNLAF).

The Netherlands has some of the densest and most complex airspace in the world. Optimum civil and military cooperation is therefore paramount to ensuring safe and high-performance civil and military air traffic services in a context of growing air traffic and more demanding military requirements. The Ministry of Defence of the Netherlands has decided to maintain a military air traffic control capability at the RNLAF Air Operations Control Station Nieuw Milligen and at the RNLAF air bases. In order to

sustain military air traffic services (ATS), two important systems have to be replaced at the Nieuw Milligen facility: the Plan Handling and Radar Operating System (PHAROS) and the Centralised Approach Air Traffic Control System (AUTOTRAC).

Under the terms of the agreement signed, EUROCONTROL's MUAC will make the relevant correlated radar and flight plan data available for the Nieuw Milligen Air Operations Control Station and seven RNLAF air bases. This will be done by extending the operational MUAC air traffic control system, establishing a "virtual centre" within MUAC, operated remotely by the RNLAF en-route, approach and tower controllers. The implementation of such a virtual centre hosted within the operational system of another

facility paves the way for further harmonisation in air traffic management. It is a de-facto solution for the defragmentation required in the Single European Sky regulations.

The essential elements of the cooperation include the delivery and installation by MUAC of hardware and software at Nieuw Milligen and the air bases, including a fully-fledged fallback ATS local capability, the delivery of all necessary documentation and training allowing RNLAF operational and technical staff to operate and maintain the deliverables. Work on the Shared ATS System (SAS) concept started as early as 2008. With the signature of this agreement, an initial operational capability comprising 12 working positions will be available at the end of the year. A fully operational capability is planned for autumn 2013.



Both organisations are committed to achieving maximum synergies, not only to ensure greater safety and efficiency, but also to ensure that technical developments are undertaken in the most cost-effective way, representing significant savings for the RNLAF and the aviation community.

## MUAC

### First Four-Dimensional Flight Trial Conducted

On 10 February 2012, MUAC, together with its partners, participated in the first flight trial which tested the initial fourth dimension – time – which will improve air traffic predictability and flight efficiency, contribute to reducing emissions as well as facilitate Continuous Descent Operations to airports. This flight trial is the very first live demonstration of an

initial four-dimensional flight, and is a key element of the SESAR programme towards 4D trajectory management. It is the culmination of months of collaboration between several SESAR partners: aircraft manufacturer Airbus, avionics (Honeywell and Thales Avionics) and ground equipment manufacturers (Indra and Thales ATM) and air navigation service providers

MUAC and NORACON. On 5 March 2012, at a ceremony taking place the night before ATC Global 2012, EUROCONTROL and its operational partners Airbus and Noracon received the Jane's ATC Award in the category "Enabling Technology" for this successful flight trial.



EUROCONTROL, Airbus and Noracon received the Jane's ATC Award in the category "Enabling Technology".



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## Air traffic control The Netherlands

### Fallback centre now operational

On Tuesday 24 April 2012, Air Traffic Control the Netherlands opened a new air traffic control centre. This centre has the capacity to take over all the duties of the centre located in Schiphol-East in the event of a calamity. At the new centre, staff can control air traffic in the upper reaches of Dutch civil airspace for an extended period of time, as well as manage arriving and departing air traffic at Schiphol Airport.

If a calamity occurs, Air Traffic Control the Netherlands can provide 70-100% of the current peak-time capacity from this fallback centre within 48 hours. With air traffic control having evolved rapidly in the Netherlands and continued growth expected for the

future, the old facilities were no longer adequate for providing continued services following a serious calamity such as a major fire or severe flood. In 2011, Air Traffic Control the Netherlands handled 430,000 flights to and from Schiphol Airport, the equivalent of roughly 1,200 flights a day.

Paul Riemens, CEO and Chairman of the Executive Board of Air Traffic Control the Netherlands: 'In making this provision, Air Traffic Control the Netherlands has assumed its responsibility for preventing extended restrictions in our handling capacity from causing major loss to, among others, KLM and the extensive intercontinental network, as well as to Mainport Schiphol and the companies that depend on

those resources.' Following an extensive study and in close consultation with the Ministry of Infrastructure and the Environment (formerly the Ministry of Transport, Public Works and Water Management), Air Traffic Control the Netherlands decided to establish a new centre inside an existing building on its site in Riekerpolder, near Amsterdam. Thanks to this solution, Air Traffic Control the Netherlands can use the same systems and technology operated by the air traffic controllers in Schiphol-East. As an added benefit, employees are able to reach the site easily and quickly. To manage air traffic from Schiphol Airport's control towers in the event of a calamity, Air Traffic Control the Netherlands has a 'backup' control tower at their disposal.

## Charleroi Airport Airspace redesigned

The constant traffic growth at Brussels South Charleroi Airport has made air traffic management in the airspace around the airport, and more specifically in the triangle it forms with Brussels Airport and Liege Airport increasingly complex. Today, Charleroi has over 100,000

IFR and VFR movements per year. Because of the presence and structure of military training zones (the TMA of Beauvechain and the military training zone TRA 23), air traffic to Charleroi had to take major detours to circumvent these reserved military airspaces.

Therefore Belgocontrol took the initiative to redesign the airspace around Brussels South Charleroi Airport. Together with COMOPSAIR, the Belgian military, Belgocontrol found the solution to this problem without limiting their training activities. The project redrew the military zones and created more direct routes while ensuring departures with fewer level-offs and facilitating the future application of CDOs. This restructuring is beneficial in terms of safety, fuel savings and environmental impact. In 2011, ATM experts of Belgocontrol put the finishing touches on the project which is being implemented since January 2012.



Charleroi Airport

## Belgocontrol and SESAR Contract signed on meteorological services

With the view to implementing a SESAR work-package on Meteorological Information Services the EUMETNET consortium, which is composed of seven members of EUMETNET EIG (Météo France, UK MET Office, Deutscher Wetterdienst, Finnish Meteorological Institute, Norwegian Meteorological Institute, Swedish Meteorological and Hydrological Institute and Royal Dutch Meteorological Institute) and of three industrial part-

ners, i.e. NLR (National Air & Space Laboratory, the Netherlands), Thales Air Systems and Belgocontrol, signed a contract with EUROCONTROL on behalf of SESAR JU. By awarding this contract, SESAR JU recognises the important part played by meteorology both in the current and future air transport system. The work-package consists of two significant projects. Belgocontrol has a key role in the first project, which defines the users' needs and analyses the current and future meteorological expertise. The second project is related to the development of meteorological product prototypes in order to meet the users' needs.

Belgocontrols' representative Bart Nicolai states: "Our involvement in this project shows our great meteorological expertise in the ATM field. The introduction period has come to an end and the actual work has started in May."



## Switzerland Optimised route network

Skyguide has introduced ten more-direct transit routes through its airspace. The new routes should save around 1,000 kilometres of flight per day. The opportunity is also being taken to bring more separation to existing routes, a move that will simplify skyguide's air traffic management and monitoring activities. These optimisations of the present route network form part of the current work aiming to harmonise Europe's airspace.

The new and more efficient transit routes through skyguide airspace have been made possible by the company's collaborations within FABEC. The FABEC partners and Eurocontrol identified 50 frequently used routes between prime airport pairs that entailed major deviations for their users – such as Amsterdam-Madrid and Paris-Munich – and set out to optimise them.

Belgocontrol

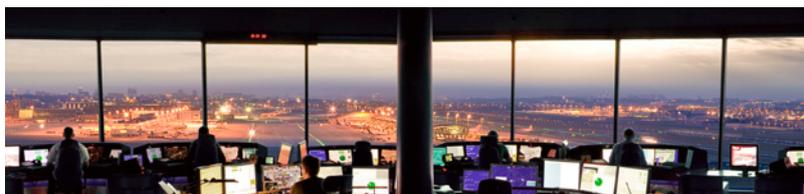
## Green landings at Brussels Airport

On 21 March 2012 the B3 consortium – composed of Belgocontrol, Brussels Airlines and Brussels Airport – presented the results of the trials on Continuous Descent Operations (CDO) that had been conducted last year by the three partners with the support of the EU in the framework of the international AIRE programme and SESAR.

The Belgian airspace is small but extremely busy and complex: it receives air traffic to and from various major civil airports and has to take into account military activities. In such a complex airspace, airplanes need to approach the airport in steps: pilots constantly need to increase and decrease the thrust of their aircraft engines and thereby consume more kerosene, emit more CO<sub>2</sub> and more noise than in a CDO. The B3 consortium formed in late 2010 was faced with the challenge of developing and testing a procedure to increase the number of CDOs at Brussels

Airport, enabling an approaching aircraft to descend according to a continuous vertical profile, with reduced engine power, instead of in steps. The tested procedure implies that, when the air traffic situation permits a CDO, the air

time being only be performed at a distance of 70 to 15 km from the runway. During the test phase – between 01.01 and 30. October 2011 – the procedure could be applied to 9% of participating flights (in total over 3,000 flights). Be-



The control tower at Brussels Airport

traffic controllers provide the pilots with adapted information for this operation and authorise them to determine the optimal point to start the CDO. Air traffic around Brussels Airport is very dense, which made the challenge tough. Because of the required standard separation between airplanes, the CDO procedure, demanding a high level of coordination between all participants, can for the

sides Brussels Airlines, Thomas Cook Airlines, Jetairfly, DHL and Singapore Airlines Cargo also participated in the trials.

Analyses of these tests have shown that the impact of these green landings on fuel consumption and CO<sub>2</sub> is significant. On average, one medium-haul aircraft consumed 50 kg less fuel and emitted 160 kg less CO<sub>2</sub>. For long-haul aircraft these savings even ran up to 100 kg of kerosene and 315 kg of CO<sub>2</sub> equalling the CO<sub>2</sub> emissions of a car trip of over 2,000 km. To measure the noise impact, the engine noise of these flights was studied by the University of Leuven. In the area beyond 15 km from the airport, a noise reduction of 2 dB(A) was calculated for medium-haul aircraft and of 3 dB(A) for long haul aircraft. The next step is to incorporate this green landing technique in the official procedures so that all airlines landing at Brussels Airport will be able to apply it. “We realise that we have an important role to play in the environmental debate”, the B3 promoters state. “With this project, we have taken full responsibility to progress towards safer and greener air transportation, and we are fully committed to continue to do so.”

skyguide

## New functions to assist radar controllers

Skyguide adopted two new functions at its control centres in Geneva and Dübendorf near Zurich to support its controllers in their radar work. The first of the new functions adopted is the Cleared Level Adherence Monitoring tool, or CLAM. This tool constantly monitors whether a flight actually keeps to the flight level it has been assigned by air traffic control. If the flight leaves this altitude, the controller responsible for it will be alerted to this immediately by a visual alarm. The second innovation is a tool which automatically calculates the precise separation between two aircraft that are on converging flight tracks. The tool thus shows the controller imme-

diately whether they will need to issue any instructions to either flight – such as corrections to their speed or heading – to ensure that the requisite minimum separation is maintained.

In adopting the new tools, skyguide is taking a second major step towards digitising and standardising its controller workstations and working methods throughout Switzerland towards the creation of a Common Controller Cockpit and, eventually, one common Virtual Centre. The first such step was taken with the switch to electronically processing cleared flight levels, which was made in May 2011.

Bremen Airport

## Satellite-based landing system certified

The satellite-based precision approach system GBAS (Ground Based Augmentation System) has received the German type certification as a primary landing system by the Federal Supervisory Authority for Air Navigation Services (BAF) and may be used independently of the instrument landing system (ILS) which has been in use for decades for instrument flights. At Bremen Airport, DFS Deutsche Flugsicherung will be the first air navigation service provider in the world to operate GBAS for CAT I precision approaches for regular

air services. GBAS provides digital guidance for precision approaches using a Differential Global Positioning System (DGPS). The system boosts the accuracy and integrity of GPS by transmitting corrections to the aircraft.

Currently, GBAS is being installed at airports as a supplement to ILS. In the future, GBAS will replace ILS when all aircraft are equipped with the appropriate on-board receivers. The system offers a large number of advantages compared to ILS. Firstly, weather and obstacles

have no negative impact on the system. Secondly, the equipment does not need to be surrounded by a protected area to prevent possible interference by taxiing aircraft at the airport. Furthermore, up to 26 arrivals, destined for various runways, can be supported by just one GBAS station. On top of that, the system does not need to be checked by flight inspection as often as an ILS system. This makes it much more cost-effective, both in purchase price and maintenance costs.



GBAS antenna at Bremen Airport

DFS has been working on pilot projects in Munich and Frankfurt testing this type of GPS technology since the mid-1990s. The GBAS station in Bremen, built by the company Honeywell, has been used in test operations since 2008 with the two airlines TUIfly and Air Berlin under instrument meteorological conditions down to minimum descent altitude. Air Berlin has already received approval for unlimited use of the GBAS system for its Boeing 737 next-generation fleet under CAT I meteorological conditions. By the middle of the decade, certification for GBAS operations under all-weather operations (CAT II and CAT III) is expected.

Frankfurt

## DFS implements CDO trial operations

31 May CDO (Continuous Descent Operations) trial operations started at Frankfurt Airport. Whenever possible aircraft will stay higher for a longer period of time and then continuously glide all the way down to final approach. With this, DFS is implementing one of the measures agreed in February 2012 by the Alliance for Noise Protection 2012. The procedure was tested for two days in the month of Feb-

ruary. During the trials, it was established that the existing flight procedures do not allow CDO to be used in times of high traffic volume.

Even before the runway northwest was opened, DFS had announced that it would test whether and how noise reduction can be achieved by optimising the approach and departure procedures. After gain-

ing operational experience with the runway northwest for six months, enough data have been collected to enable DFS to use CDO as a supplement to the current approach procedures. It will be used whenever the traffic situation allows and safety is not affected. Additionally, CDO has the advantage of saving fuel and reducing CO2 emissions.

Berlin

## New DFS control tower

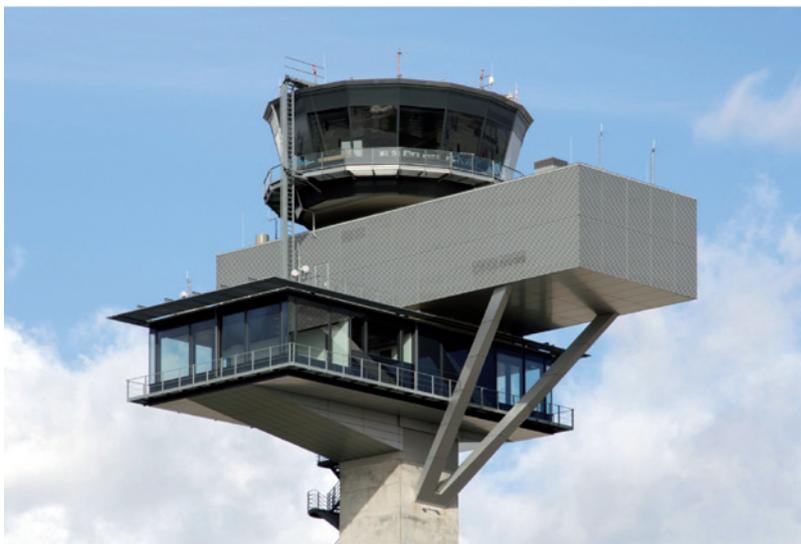
DFS put the new tower in Berlin into operation in the night from 24-25 March. Standing 72 metres tall, the tower is the second largest control tower in Germany, and the landmark of the future airport. Dieter Kaden, Chief Executive Officer of DFS stated, "Opening a new tower is always a special event, but this is particularly the case in Berlin as the construction of this entirely new airport and the cut-over to the new control tower have taken place in the middle of normal airport operations. I would like to express my heartfelt thanks to all those involved in the smooth completion of the project. The successful start of tower operations is an important step towards opening the new BER airport."

The construction of a new tower between the two parallel runways was necessary for the new Berlin airport as the old tower no longer afforded a clear and unobstructed view of all operating areas. DFS invested almost € 37 million in the building. This investment covered not only steel and concrete but also state-of-the-art systems and technology. The air traffic controllers have been familiarising themselves with the new tower over the past few months.

Due to the fact that the opening of the German capital's new airport has been postponed by the

Berlin Brandenburg airport operator the new airspace structure and the approach procedures for the airport, which were originally scheduled to come into force on 3 June,

will enter into effect at a later date, too. Until this point in time, the current airspace structure will remain valid in its unchanged form.



DFS Tower in Berlin



Tower starts operations.

MUAC

## Jac Jansen takes up duties as MUAC Director

On 1 April 2012, Jac Jansen took up his new functions as the new Director of MUAC. Jac Jansen has held the post of Commander of the Royal Netherlands Air Force since 2008. He joined the Royal Netherlands Air Force in 1975 as an Officer cadet. Since then, Jac

Jansen has held a number of senior positions including Chief of Staff to the NATO Air Component Command at Ramstein Air Base, and Commander of the F-16 unit at the Villafranca airbase in Italy. Jac Jansen replaces Karl-Heinz Kloos, who has headed MUAC since 2004.



DSNA

**ATFCM/ASM Workshop paves the way**

On 3 and 4 May more than 50 experts, civil and military, attended a workshop on ATFCM/ASM which took place in the premises of DSNA in Paris. The objective of the workshop was to prepare the launch of a project on a common ATFCM/ASM function for FABEC airspace in coordination with the Network Management of Euro-control. A live trial in 2011 had confirmed the feasibility to set up operational procedures at the FABEC level concerning an ATFCM/ASM function tasked to optimize ATM performance.

DSNA as foster ANSP proposed to launch an ATFCM/ASM project with the objective to implement a co-located cell at the FABEC level in October 2013.

Based on the feedbacks received on the experiences gained in previous works in this domain an intensive discussion took place during this workshop. Several rec-

ommendations are agreed. Examples are: full commitment of civil and military FABEC partners will be required and the aspect that working arrangements have to be coordinated and harmonized between local and FABEC level.

Based on the workshop results the project team will now develop a step by step approach to implement the FABEC function, aiming for a monitoring level in 2013, followed by stepwise growing powers in later year.



DFS

**Supervisory Board of DFS appoints new Managing Directors**

Dr Michael Hann (55) has been appointed as Managing Director Human Resources and also holds the position of Labour Director. He will start his new position on 1 September 2012. Dr Hann can look back on more than twenty years of experience in industry in the human resources field. Currently, he is a professor for commercial and labour law at Heilbronn University, Germany.

On 1 January 2013, Robert Schickling (53) will take over the directorate Operations. He has twenty years of management experience in the air navigation services industry. At the moment, he

is in charge of the business unit Control Centre at DFS. Before taking over this position in 2011, he held a diverse range of management positions at DFS. Robert

Schickling is an engineering graduate and worked in the software area of numerous technology companies before joining DFS in 1993.



Dr Michael Hann



Robert Schickling

Performance

**Traffic figures remain below 2011**

In the first third 2012, traffic inside FABEC decreased continuously. In April 2012, a 2.6% decrease in FABEC traffic was observed compared to the same month in 2011. This is due to the deepening recession on the one hand. On the other hand traffic to/from North Africa increased only slightly. This development represents an overarching negative trend in the aviation branch. Low-cost airlines are in growth again this month, with + 1.2%, whereas all other market segments are in decline, with -3.9% for business aviation, - 6.1% for cargo and - 3.2% for traditional airlines (source: STATFOR).

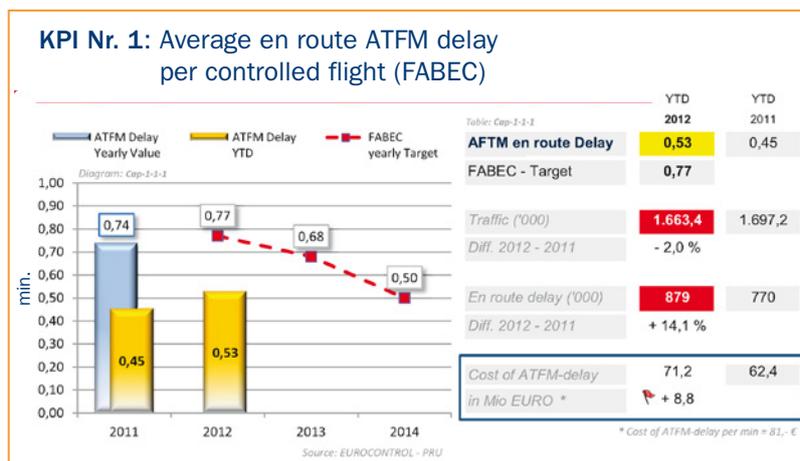
ATFM delays at network level due to ATC capacity show a decrease of 37% with respect to the same month last year. The average ATFM delay per flight due to ATC capacity is now of around 0.38 minutes.

Inside FABEC most of the centers like Amsterdam, Brussels, Zurich or Paris reported only minor delays for the first third of 2012, a development which is mainly caused by the traffic slow down. However, a French industrial action that took place between the 2nd and 3rd of April had a significant impact on performance. Consequently, the FABEC monthly en-route delay increased from 0.25 min/flight in March to 1.2 minutes in April. Langen continues to improve its delay situation due to the increase of the number of ATCOs. Karlsruhe benefits from the new system VAFORIT installed in 2011. In addition, a military exercise (FRISIAN FLAG) took place in the Maastricht UIR.

For the coming months, FABEC expects that the impact of the recession on the aviation sector will remain or even grow. Based on

this traffic projection, delay will probably remain below the figures of 2011. In addition, it is expected

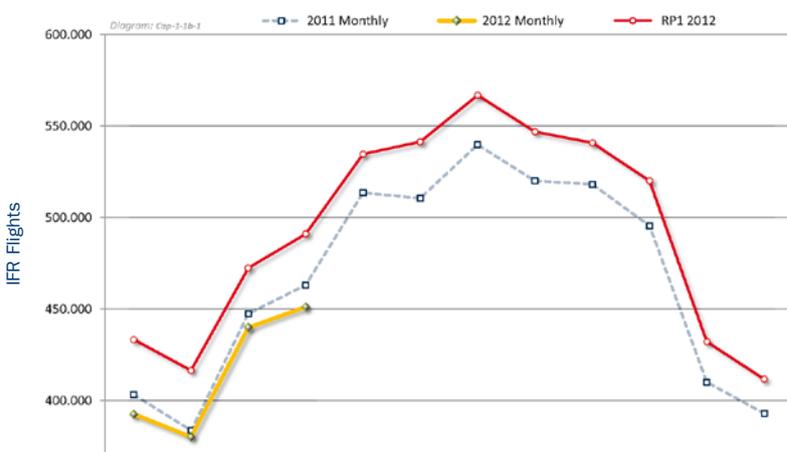
to meet the 2012 delay target set and committed in the FABEC Performance Plan.



**FABEC Traffic Development**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2011 Monthly	403.191	383.552	447.397	483.056	513.465	510.430	529.708	520.921	510.124	495.367	409.970	392.545
2012 Monthly	392.466	380.065	439.814	451.099								
Growth (%)	-2,7 %	-0,9 %	-1,7 %	-2,6 %								
RP1 2012	433.294	416.309	472.409	490.931	534.657	541.278	566.782	546.785	540.756	529.002	432.658	411.620
2012 / RP1 (%) - Monthly	-0,4 %	-2,7 %	-6,0 %	-8,1 %								
2012 / RP1 (%) - Cumulated		-0,1 %	-8,3 %	-8,3 %								

2011 Monthly and 2012 Monthly values represent actual movements (source : PRL). RP1 2012 represents the traffic forecast underpinning the FABEC Performance Plan, split into monthly values on the basis of a FABEC consolidated methodology.



**FABEC Performance**

This report is part of the first FABEC Capacity Report. Underpinning the objective of one common capacity target as laid down in the FABEC Performance Plan, FABEC has started to report commonly. The full report is available under [www.fabec.eu](http://www.fabec.eu).

List of abbreviations

<b>(A-)CDM</b>	Airport Collaborative Decision Making	<b>CDM</b>	Cooperative Decision Making	<b>FMTF</b>	Flight Message Transfer Protocol
<b>ACC</b>	Area Control Centre	<b>CDO</b>	Continuous Descent Operations	<b>IATA</b>	International Air Transport Association
<b>ACT</b>	Flight Activation Message	<b>CEO</b>	Chief Executive Officer	<b>ICAO</b>	International Civil Aviation Organisation
<b>ADIDS-c</b>	Aeronautical Digital Information Display System -C	<b>CFMU</b>	Central Flow Management Unit	<b>ISAAC</b>	Innovative System for Automated Aeronautical Communication
<b>ADS-C</b>	Automatic Dependent Surveillance – Contract	<b>CNS</b>	Communications, Navigation and Surveillance	<b>NM</b>	Nautical Mile
<b>ANS(P)</b>	Air Navigation Service (provider)	<b>COO</b>	Chief Operational Officer	<b>NSA</b>	National Supervisory Authorities
<b>ANA</b>	Administration de la Navigation Aérienne Luxembourg	<b>DFS</b>	DFS Deutsche Flugsicherung GmbH	<b>PRC</b>	Performance Review Commission
<b>AO</b>	Aircraft Operator	<b>DLR</b>	Deutsches Zentrum für Luft- und Raumfahrt	<b>RTS</b>	Real-Time Simulation
<b>ASB</b>	ANSP Strategic Board	<b>ECAC</b>	European Civil Aviation Conference	<b>SES</b>	Single European Sky
<b>ASM</b>	Airspace management	<b>EEC</b>	Eurocontrol Experimental Centre	<b>SESAR</b>	Single European Sky ATM Research
<b>ATC(O)</b>	Air Traffic Control (Officer)	<b>EUROCAE</b>	European Organization for Civil Aviation Equipment	<b>SYSCO</b>	System Coordination
<b>ATFCM</b>	Air Traffic Flow and Capacity Management	<b>FASTI</b>	First ATC Support Tools Implementation	<b>MUAC</b>	Maastricht Upper Area Control Centre
<b>ATM</b>	Air Traffic Management	<b>FMP</b>	Flow Management Position	<b>VFR</b>	Visual Flight Rules
<b>CANSO</b>	Civil Air Navigation Services Organisation	<b>FMS</b>	Flight Management System		
<b>CBA</b>	Cross-Border Area				
<b>CPDLC</b>	Controller-Pilot Data Link Communications				

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