

SES II package FABEC fully compliant

Based on the endorsement of the second package of Single European Sky measures (SES II) by the European Parliament, the European Commission invited representatives from the existing nine FABs on 15 May to the first FAB Focal Group meeting to exchange views on the further implementation. With this group, the European Commission intends to settle a proactive dialogue with the FABs, to monitor the progress of the initiative, assess the needs, if required, for further guidance to implement and share experience amongst them. A global roadmap of the FABs implementation will be developed and dedicated workshops are scheduled in the coming months: in October 2009 on the performance scheme, beginning of 2010 on the relationship between FAB and SESAR, and later on other issues.

This meeting again shows that the various provisions contained in the future SES II document need to be specified at the FAB level - a task which is already underway within FAB Europe Central FABEC. This impression confirmed once again a statement given by Patrick Gandil, Chairman FABEC High Level Implementation Board and Director General Aviation France: "The SES II package provides FABEC with the flexibility needed inside a common European framework.

It enables us to set up the FABEC in a high density environment in a tailored way which considers our special situation in the heart of Europe. From the very beginning, FABEC has been guided by a clear set of performance objectives - the essence of SES II."

During the last month FABEC has become more and more of a reality. A States Task Force is currently creating the framework that is required to officially install FABEC in 2012. The time schedule is tightly packed, but feasible. An initial draft of the States Agreement will be finalised this summer.

The agreement is scheduled to be signed by mid-2010. A Memorandum of Cooperation for establishing an NSA Committee is expected to be signed in autumn 2009. Besides this, the civil air navigation service providers endorsed a governance strategy. In parallel, the FABEC Implementation Project was set up successfully. 15 task forces are developing solutions in the operational, technical and training domain. First benefits for the airspace users are expected by 2010.

FABEC has already started a lot of initiatives on different levels and in several domains to guarantee that, by 2012, FABEC will not only fulfil formal requirements but also will contribute to the performance of the aviation system. Last summer, the positive results of the Feasibility Study Report clearly confirmed that FABEC is not only feasible but a necessity. The 6 States explicitly affirmed this conviction by signing the joint Declaration of Intent in November 2008.

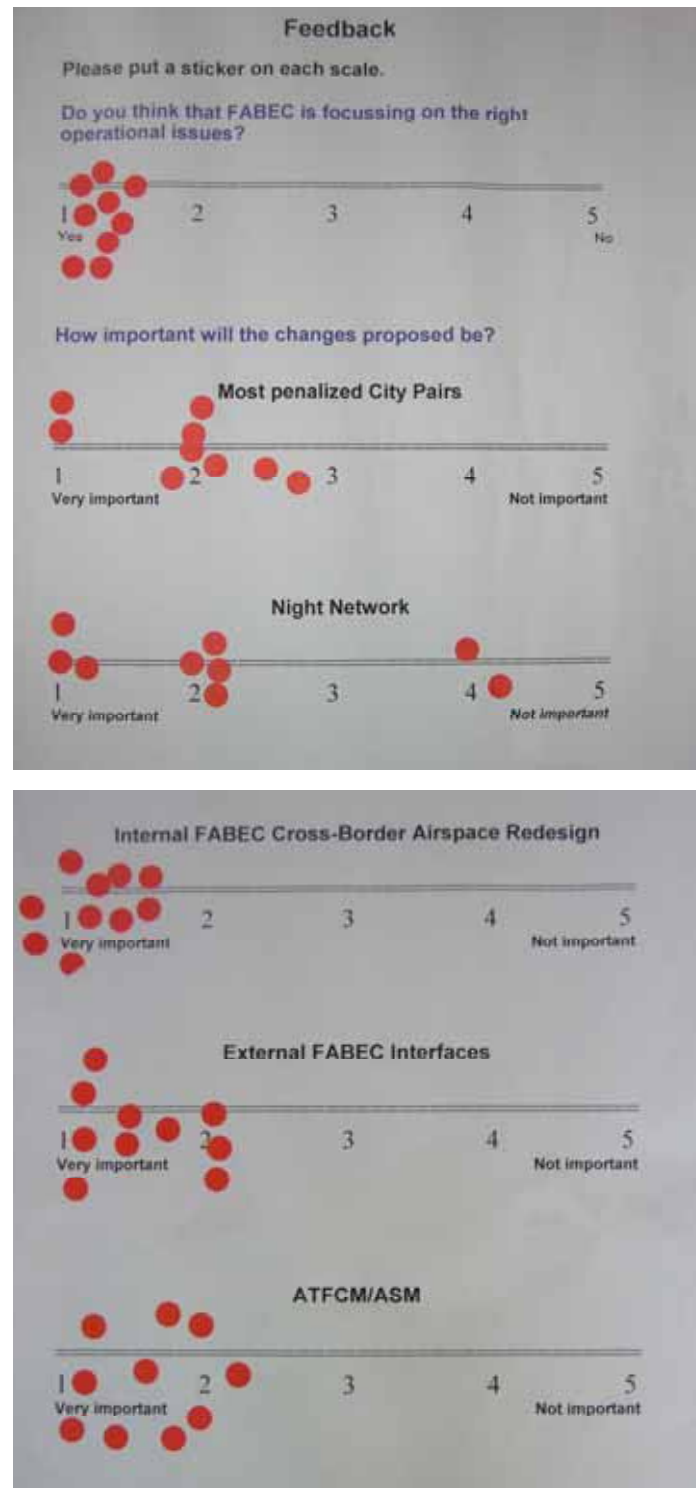


1st Expert Workshop Operations Customers support FABEC

On 12 May 2009 50 experts from the customer organisations and the ANSPs came together to discuss airspace changes and other operational issues due to be implemented as part of FABEC in the coming years. The customers shared the same opinion at the end of the event. When asked whether the right issues were being addressed in FABEC, the unanimous response was 'yes'.

This feedback also reflects the discussions held that day - some of which were very lively. While the participants did indeed affirm the general direction of FABEC, there were many detailed discussions. The questions asked varied depending on the individual situation and requirements of the airspace user, for example, depending on whether they conducted scheduled, cargo or charter flights. Or whether they mainly operate from a hub like Frankfurt or Paris or from smaller airports.

Despite these different interests, all of the customers and ANSPs agreed that FABEC should produce pragmatic results as soon as possible so that customers can reap direct benefits. In the light of this, the participants welcomed the fact that the working packages have been assigned fixed schedules, even though some are still being developed. A representative of one airline summed it up by saying "We can see that FABEC is heading towards the right target. Let us know if you need assistance along the way".



Feedback at the 1st Expert Workshop Operations

1st Management Conference Act as one - Making the difference

Gathering on 4 May at the first FABEC Management Conference, hosted at Belgocontrol's premises, some eighty managers from the FABEC area as well as representatives of the Belgian, French and Dutch military air navigation service providers (ANSPs) discussed the common ATM challenges and how the area's partners intend to meet them together. The catchword of the conference was 'Act as one - Making the difference' reflecting the spirit growing inside the FABEC management team.

The collective presentation of the FABEC ANSP governance strategy by the members of the ANSP Strategic Board - Daniel Weder (skyguide), Paul Riemens (LVNL), Dieter Kaden (DFS), Bernard Martens (representing Jean-Claude Tintin, Belgocontrol), Marc Hamy (DSNA), Ender Ulcun (ANA) and Harald Matthes (representing Karl-Heinz Kloos, MUAC) - demonstrated just that principle: people willing to work together, to act as one, ready to make the difference.

The recently agreed FABEC civil ANSP governance strategy defines a set of driving principles, namely to focus on benefits for the stakeholders, build on the strengths of the FABEC employees, reward the ANSPs' commitment and contribution, implement transparent performance management and respect the autonomy of the individual ANSPs.

The FABEC governance strategy is an important step forward in that it not only provides a realistic and flexible framework for immediate cooperation between the ANSPs, but also lays the groundwork for a new, integrated organisation.



Photos: Impressions of the day

Civil-military cooperation in FABEC

Most people in the European aviation industry know 'their' Air Navigation Service Providers. We mean civil ANSPs, of course, because even civil ANS professionals are quite often unaware of their military counterpart. The creation of FABEC relies not only on international cooperation, but also on a close civil-military partnership, with greater transparency of the military ANSPs. This article is the first of a series on the military and civil-military ANS situations in each of the six FABEC countries.

'The Swiss case'

Since 2001, there has only been one ANS provider in Switzerland: skyguide, Swiss civil and military air navigation services Ltd. The merger of the former Swisscontrol with the ANS units of the Swiss Air Force was not a commercial or political goal, but rather a pragmatic way to adapt to the new reality in air traffic. The intention was to increase the efficiency of air traffic control by pooling skills, competencies and resources.



Since the merger, there has been increasing operational integration: this involved staff and experts, purely military or mixed aerodrome control, Air Defence and Direction Centre, and airspace management (coordinating the flexible use of airspace), etc. As a result, the Swiss Air Force has become not only a customer of skyguide but an even

more important partner, in addition enabling excellent cooperation with foreign Air Forces.

The services of skyguide in the operational field and AIS services match very well the expectations of the Air Force. In particular, the co-operation in connection with specific events like the World Economic Forum in Davos, G8 summit in Evian or the football championship Euro 08 in Switzerland and Austria were a success.

Integration led to another aspect of civil-military teamwork. Most Swiss skyguide staff who are enlisted in the Swiss reserve militia army (around a third of the entire personnel) are part of a specific military unit, the specialist staff skyguide. They complete (or have completed) their military service at their normal working positions at skyguide. The aim of this unit is to perform military orders in special situations and to make use of potential synergies in times of peace.

This integration was undoubtedly no easy undertaking. And despite the long way that integrated ANS has come since then in Switzerland, there is always potential for development. The latest step in better serving the military customer has been the creation of a relatively independent service unit. This avoids any unnecessary demands on the military ANS from the civil side, while enabling them to remain a part of a bigger competence group and to benefit from the same high standards.

The climate of trust and the close cooperation existing between the parties involved, coupled with the Swiss military system, are undeniable advantages, and facilitate an efficient civil-military integration.

Three questions to: Col GS Ian Logan

(The questions were put by Laurent Savary, Deputy Head Communication Swiss Air Force).

Switzerland has taken an unusual step in the last few years by delegating management of air traffic control - civil as well as military - to a single provider: skyguide. General Staff Officer Colonel Ian Logan, in his role as Chief of the Military Aviation Regulation - and also as a member of the FABEC High Level Implementation Board (HLIB) and the States Strategic Board (SSB) - is well placed to comment on this Swiss specificity.

1. In your opinion, what are the advantages of this integration?

The civil-military integration of the service provider, skyguide, obviously presents many advantages. The control tower air traffic controllers, or those in charge of the various approach control units, are all qualified according to the civil norms, while keeping the required military specificities. These competencies also apply to tactical air traffic controllers in air defence. This approach guarantees the 100% civil and military interoperability.

2. Do you think that it is possible to extend this civil and military cooperation to international level?

Yes, and it is already happening. For example, the Swiss Air Force has developed an important cooperation with the French Air Force within the framework of Cross-Border Area CBA 25. In this case as in others, Cross-Border civil and military improvements are obviously always desirable within FABEC. But we can envisage still more, as this civil-military cooperation process is in its final stages between Switzerland and Italy for a Cross-Border Area south of FABEC.

3. What kinds of problems could arise with the civil-military regulation of these Cross-Border Areas?

Within the FABEC, as far as the various Air Forces are concerned, the cooperation can be considered as being very good. On the other hand, the rules and legislation specific to each country don't always allow for the kind of



Col GS Ian Logan

cross-border cooperation strongly desired by the Air Forces today. However, I'm very hopeful that this can be resolved through FABEC.

FABEC steps up efforts for greater training synergies

Achieving greater synergies in all business areas is high on the FABEC policy agenda, particularly in these times of economic turmoil where every efficiency initiative counts. In the last few months, concrete developments have started to unfold in the training domain. Maastricht UAC, skyguide, Belgocontrol, DFS and ENAC (Ecole Nationale de l'Aviation Civile) have made important strides towards greater cooperation for the provision of basic air traffic controller training - a training phase lasting approximately 15 weeks - for Maastricht UAC controllers. Following the decision in 2008 to investigate the options available in the FABEC area for the provision of basic controller training for MUAC, a first group of MUAC student controllers started their training at skyguide in Zürich in October 2008. The second group started in March 2009 at Belgocontrol's premises in Steenokkerzeel and the third group will go to DFS, Langen, in June 2009. Another group is due to join ENAC in Toulouse in January 2010. These developments are the first milestones for increased synergies between the area's air navigation training providers.

In the domain of controller competence assessment, LVNL and MUAC also undertook to cooperate more closely. MUAC will therefore use as part of its training process a methodology developed by LVNL, which aims to assess and monitor the competence of student air traffic controllers throughout their training - the Competence Based Assessment System (CBAS). One of the strengths of CBAS is that potential trainee weaknesses are spotted and pinpointed well within time to allow for additional targeted training, thereby increasing the trainee's chances of success, and hence the overall effectiveness and cost of the training process.

Finally, the FABEC Training Task Force is currently developing a common basic training course, which will be used in future throughout the region. Since this course

will be completely harmonised, it will be possible to embark on any subsequent training phase (e.g. rating training for tower, approach or ACC), regardless of the training station within FABEC. In addition, the FABEC Training Task Force is currently looking into how the duration and schedule for all the different training phases can be harmonised across the board, providing further synergies and flexibility.



MUAC students together with Patrick Coppens, ATC Training Center Manager Belgocontrol

FABEC Standing Committee on Safety: 'The readiness is all'

The Standing Committee on Safety, which started off February 2009, is developing a common system for the management of safety at FABEC level. Mr. Job Brüggem, the team's Dutch chairman, tells about its approach and results so far.

A number of ambitious targets have been set for the Single European Sky programme. One of these FABEC member states' targets is that, in the near future, safety must increase further. Job Brüggem: "It has been specifically stated that safety will have to increase by a factor ten. This subsequently requires something really hefty. For now the FABEC objective is increased safety. The Standing Committee on Safety is trying to meet this challenge by defining what exactly 'increased safety' encompasses and on what safety policy it must be based." Commissioned by the Air Navigation Strategic

Board, the Standing Committee on Safety is working on a FABEC Safety Management System. One of the basics of this system is the safety risk assessment process, meant for all the FABEC member states to identically develop safety cases. Once a safety structure has been set up, the next step will be the introduction of Safety Cases by Task Forces. Job Brüggem: "The Standing Committee on Safety will support and collect all these cases in order to ultimately create an overall Safety Case for FABEC."

Each Air Navigation Service Provider (ANSP) has its own Safety Management System certified by the National Supervisory Authority. This results in a 'license to operate' allowing the ANSPs of the FABEC countries involved to provide their air traffic control services. This responsibility can not be squandered. That is why the systems of the various ANSPs cannot be simply swept into one pile. Neither can one of the partners' systems be accepted as the leading one. This would result in too big differences with the other partners, who have to continue their daily routines in the meantime. Job Brüggem: "During 'renovation' the shop will have to remain open. So the trick is to cleverly deal with these differences. We focus mainly on the similarities and from there we will work, in small steps, towards a common result."

The very first step the Standing Committee on Safety took was defining the FABEC Risk Assessment Process. Purely because this was of prime importance to the working groups that are currently running. This Risk Assessment Process will be submitted for acceptance to



Mr. Job Brüggem

all the National Supervisory Authorities of the FABEC countries. An important point: naturally, the NSAs of the FABEC states talk with each other, but they cannot as yet take a formal position as one NSA. A FABEC NSA Committee is now being formed to solve this. The proposition for the further development of a FABEC Safety Management System in outline closely resembles what is presently current within the European ANSPs. "This is no surprise, as we all operate under the same legislation." Job Brügger is full of praise for the cooperation within the Standing Committee on Safety: "We work together as a team and are extremely motivated. We have been talking about European integration for decades. At last we are now doing away with the borders that were once drawn by Napoleon. This is absolutely spectacular and a special privilege to be part of."

The members of the Standing Committee on Safety are: Job Brügger (Chairman, LVNL/ATC The Netherlands), Hans-Jürgen Morscheck (DFS), Simon Maurer (skyguide), Roy Jansen (LVNL/ATC The Netherlands), Alain Du Bois (Belgocontrol), Anne Frisch (DSNA), Keith Cartmale (MUAC).

List of abbreviations:

ACC	Area Control Centre
AMRUFRA	Amsterdam, Ruhr, Frankfurt
ANA	Administration de la Navigation Aérienne
ANSP	Air Navigation Service Provider
ASB	ANSP Strategic Board
ATC	Air Traffic Control
CBAS	Competence Based Assessment System
CEO	Chief Executive Officer
DFS	Deutsche Flugsicherung
DSNA	Direction des Services de la Navigation Aérienne
ENAC	Ecole Nationale de l'Aviation Civile
FABEC	Functional Airspace Block Europe Central
LVNL	Air Traffic Control the Netherlands
MUAC	Maastricht Upper Area Control Centre
NSA	National Supervisory Authority
SES	Single European Sky
SESAR	SES Air Traffic Management Research
UAC	Upper Area Control Centre

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