

**FABEC Treaty signed**

On 2 December, Ministers of Transport and high-level military representatives from Belgium, France, Germany, Luxembourg, the Netherlands and Switzerland signed the FABEC Treaty (Functional Airspace

Block Europe Central) in Brussels/ Belgium. With their signatures, the six States involved are establishing a common functional block of airspace. They put a framework in place for air navigation service

providers to improve their performance in terms of safety, environmental impact, capacity, cost effectiveness, shorter routes and military mission effectiveness.

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All the signatories

**ATCO Basic Training workshop**

On 10 and 11 December 2010, the FABEC Task Force Training organised a „harmonisation meeting“ in Dübendorf (Switzerland). More than 30 people from the whole FABEC, all of them engaged in ATCO Basic Training, convened to exchange in very concrete details

about a common approach. Workshop participants perceived very positively the harmonisation process and could see in it the many advantages that could be put in place. This kind of hands-on working might set a veritable trend for the FABEC.

**National Supervisory Authorities Six States sign agreement**

On 27 January, the Directors of the National Supervisory Authorities for Civil Aviation (NSA) from Belgium, France, Germany, Luxembourg, the Netherlands and Switzerland signed a Memorandum of Coopera-

tion. This memorandum is a commitment for a close cooperation in order to achieve an efficient and effective oversight of the FABEC air navigation service providers.

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**Visit the FABEC stand!**

ATC Global 2011, 8-10 March  
RAI Amsterdam / Hall 9 / Stand H320

Is there a certain person you want to talk to? Is there a special topic you are interested in?

Go to [www.fabec.eu](http://www.fabec.eu) to find the current schedule listing the persons or topics you are looking for at the FABEC stand.

**Project West First trials are promising**

In the European airspace, the interface between FABEC and the U.K. is one of the zones where traffic is the most congested. The FABEC-Dover working group examined the problem and came up with a solution that was successfully tested in simulation from 13 to 17 December 2010 at the Eurocontrol Experimental Centre (EEC) at Brétigny.

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**Switzerland – Liechtenstein ATC set by international agreement**

The air navigation service provided by Switzerland for Liechtenstein has been formalised between Switzerland and the Principality.



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### National Supervisory Authorities Six States sign agreement

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The six NSA will cooperate closely in particular on common implementation projects or cross-border airspace design and airspace use. They will also assess the overall FABEC Safety Case to be provided to the European Commission by June 2012. The document covers all the domain of oversight of the NSAs, including auditing of the service providers, licensing of air traffic controllers, the establish-

ment of a FABEC performance management system in accordance with the future FABEC governance, and the harmonisation of oversight processes and methods. This signing of this agreement is a further step in strengthening the cooperation between the six FABEC States, coming immediately after the signing of the FABEC Treaty on 2 December 2010 by the Ministries of Transport and Defence.



After the signing

### The Netherlands LVNL Consortium Associate Partner of SESAR

The LVNL Consortium – consisting of Air Traffic Control the Netherlands (LVNL) and the National Aerospace Laboratory (NLR) – has joined the Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking as an Associate Partner of DFS, DSNA and ENAV. NLR and LVNL will participate in several projects. With

their participation they contribute to the development of a modernised air traffic management system for Europe. This future system will ensure the safety and fluidity of air transport over the next thirty years, will make flying more environmentally friendly and reduce the costs of air traffic management.

[www.dfs.de](http://www.dfs.de)

### Improved air situation display

DFS Deutsche Flugsicherung has updated its internet application that displays arrivals and departures at major German airports. The program called STANLY\_Track (Statistics and Analysis), which DFS provides on its website free of charge, has become more user-

friendly. STANLY\_Track displays flight tracks and levels of aircraft in the vicinity of airports. Apart from the live air situation, which is displayed with a time lag of 15 minutes, users can also look at flight tracks from the previous 14 days.

## FABEC Treaty signed

*continued from page 01:*

The States Agreement is expected to be ratified by 2012. By signing the States Agreement the Contracting States commit to take the appropriate measures in particular in the domains of airspace, harmonisation of rules and procedures, provision of air navigation services, civil-military cooperation, charging, supervision, performance and governance. To govern this broad scope of responsibilities, a FABEC Council composed of civilian and military representatives with clearly

defined decision-making powers will be set up. Based on its decisions, the Contracting States will establish the necessary national rules and procedures.

Furthermore, in July 2010 the FABEC States have started to study on the future institutional set up and governance of air navigation services provision. Initial results are indicating the need for a clear framework including the creation of a common entity pro-

viding FABEC functions to enable the performance improvements required. In the course of the coming 6 month further detailed work will be done on aspects like the legal setup, the involvement of the military or the detailed scope of functions and services. This process will be adequately accompanied by a constructive dialogue with the social partners. The six States will make every effort to arrive at a decision by July 2011.

### Ministries of Transport and high-level representatives signed the treaty



Dr. Peter Ramsauer, Federal Minister of Transport, Building and Urban Development, Generalleutnant Aarne Kreuzinger-Janik, German Air Chief



Claude Wiseler, Minister for sustainable development and infrastructure



J. J. Atsma, State Secretary of Infrastructure and the Environment



Etienne Schouppe, States Secretary for Mobility



Thierry Mariani, States Secretary for Transport



Generalleutnant Aarne Kreuzinger-Janik, German Air Chief, Dr. Peter Ramsauer, Federal Minister of Transport, Building and Urban Development, Général de Division Aérienne Bruno Clermont, Director of the State Aviation Authority, Thierry Mariani, States Secretary for Transport, Air Commodore C. J. Lorraine Director Military Aviation Authority, J. J. Atsma, State Secretary of Infrastructure and the Environment



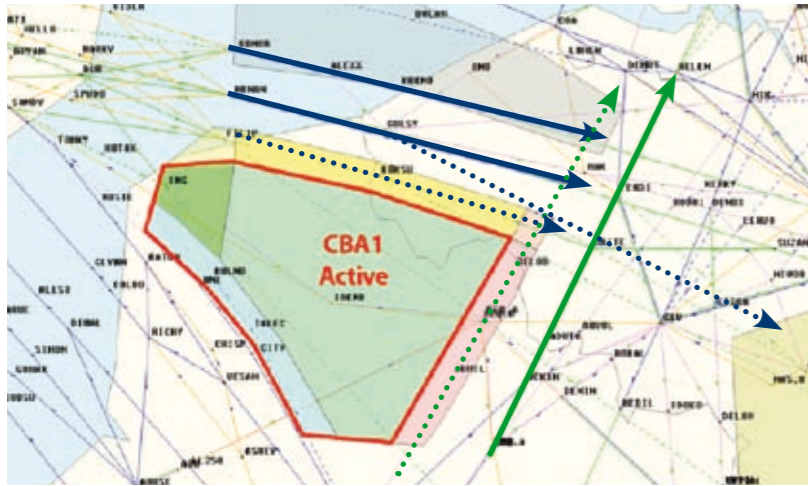
Korpskommandant Markus Gygax, Commander of the Swiss Air Force, Peter Müller, Director of the State Aviation Authority, General Civil Aviation Switzerland

Project West – **First trials are promising**

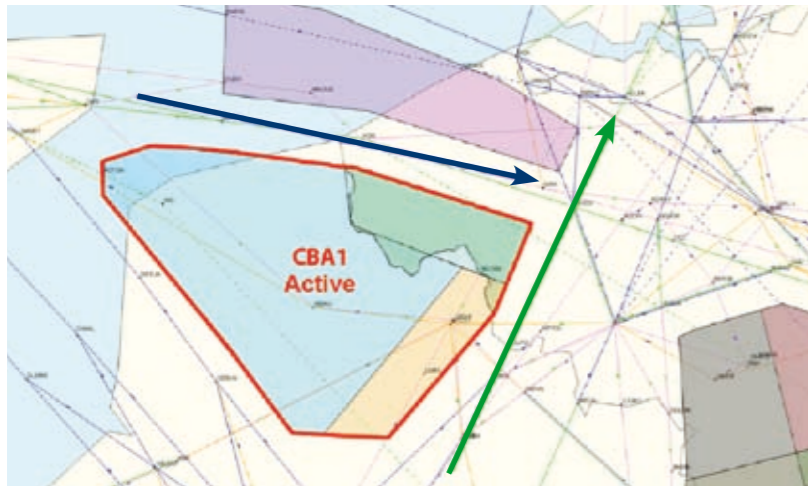
Over 2009, traffic in the FABEC-Dover interface suffered an accumulated delay of 14,393 minutes. One of the main causes is a high

traffic demand combined with the existence of a military zone, CBA1, which is used by both the French and Belgian Military and which

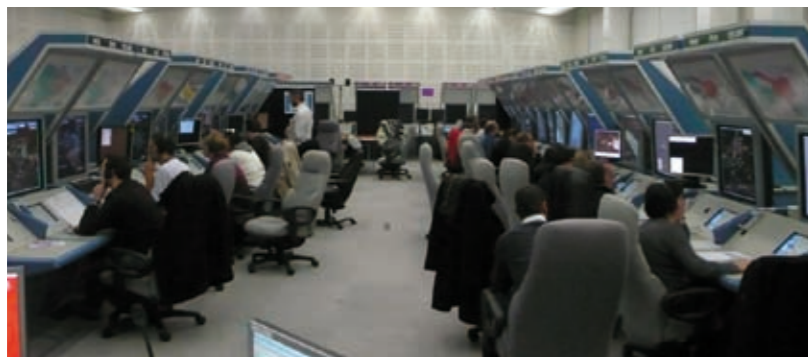
compresses civil air traffic, forcing it to pass through a bottleneck. Moreover, this sensitive spot is at the crossroads of the east-west and south-north traffic flows which are quite different: traffic departing London airports with different performance profiles, cruising traffic, traffic bound for Belgium. This diversity makes the management of this part of the airspace even more difficult resulting in a congested area. Besides, this congestion becomes more and more noticeable as it hinders the potential growth in traffic demand in this region. The scenario reserved to remedy this problem consists of redesigning CBA1 so as to expand the corridor through which not one, but three routes will pass.



One of the scenarios tested



Current situation



During the simulation

The objective of this first trial phase was to test new operational procedures. The Belgian military participated, as well as the air navigation service providers that are FABEC members and affected by the problem, namely Belgocontrol (Belgium), Maastricht UAC (Eurocontrol), LVNL (the Netherlands), DSNA (the control centres of Paris and Reims, France) and of course NATS, the British service provider and cooperative partner of the FABEC initiative. “All the participants contributed to the success of the simulation” says Alex Van Biervliet (Belgocontrol), Project Leader and Simulation Manager, “the results of these first trials will help us to collect valuable information during the Real Time Simulation (RTS) that will take place in April 2011 to assess the impact of the different scenarios on the European network.”

Belgocontrol  
**AMHS: pioneering work**

AMHS (ATS Message Handling System) is due to become in the near future the new standard for worldwide exchange of aeronautical messages, as specified by ICAO. The Belgocontrol Meteorological department and the data communications service are proud to announce they are the first ones to have put into service on 24 January an internal AMHS connection between a meteorological

message switching system and an aeronautical message switching system. Without any doubt, this will pave the way for the development of more sophisticated and higher performing meteorological products and services for all airspace users.

This work was also made possible thanks to the putting into operation earlier on in January of ISAAC

(Innovative System for Automated Aeronautical Communication), a new, more reliable, efficient and powerful aeronautical message handling system enabling national and international exchange of aeronautical information, such as flight plans, meteorological information, NOTAMs, supporting both the new AMHS standard and the previous AFTN standard.



On 8/9 January ISAAC was put into operation

Paris-CDG  
**Certified Airport – CDM**

End of 2010 Paris-CDG airport is being certified «Airport-CDM». This label has been delivered by Eurocontrol, and materialize the implementation of information-sharing processes between all stakeholders (airport provider, airline operators, ground handlers, DSNA, weather forecast department and CFMU), aiming at optimizing airport operations.

These collaborative processes improve the platform efficiency in nominal conditions throughout arrival and departure processes, arrivals, stand and departures management, and touchdown monitoring as well; in addition they help to limit the consequences

of adverse conditions (snow, fog, storm, technical limitation...).

This success results from a closely collaboration between Aéroports de Paris, Air France, DSNA, Egisavia and all operational staff (pilots, air traffic controllers, and airlines, airport and handling operators), who have quickly taken over this innovative concept. Information sharing and collaborative decision making are at the basis of all the new SESAR Airport concept elements.

One of the aims of the Airport CDM project is to supply the CFMU, 3 hours before take off, with accurate Target Take Off Times (thanks to

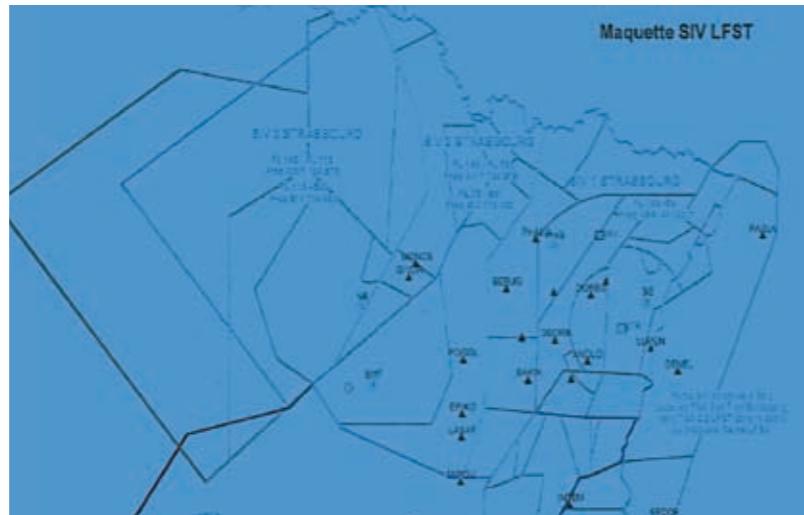
C-PDS) in order that the CFMU can use them to more accurately plan the management of the whole European airspace. The C-PDS (Collaborative-Pre Departure Sequence) system, connected to the CFMU, developed with the stakeholders and implemented at CDG since the 16th of November reduces the average taxi-time by 13% and holding time at the runway by 40%, leading to a significant reduction of fuel consumption and gas emissions. Airport-CDM improves the overall efficiency of operations at the airport, with a particular focus on the aircraft turnaround procedures. Paris CDG is the third European airport certified after Munich and Brussels.

## DSNA – Improvements in lower airspace design

In the frame of lower airspace re-organisation, DSNA goes on with the implementation of continuous flight information service (FIS). The DSNA strategy in lower airspace aims at enhancing safety through better IFR/VFR compatibility, and improving the quality of the services provided to VFR and IFR flights.

At the end of 2010, two projects regarding lower airspace have been put into operation: A new airspace design and terminal procedures at Nice airport, taking into account the environment. Besides safety objectives, it will increase ATC capacity through a strategic separation of the flows of Nice main airport and satellite airfields of Cannes and La Môle. And secondly the implementation of a FIS in

Strasbourg, made possible by the transfer of airspace, from ground to FL145, from REIMS ACC. Bâle-Mulhouse and Strasbourg offer cross-border services over Germany



FIS in Strasbourg

and Switzerland. This implementation will allow REIMS ACC to carry out a restructuring of its lower airspace and improve its capacity.

## DFS Karlsruhe – New ATS system P1/VAFORIT

DFS introduced its new air traffic services (ATS) system P1/VAFORIT at Karlsruhe upper area control centre (UAC). January 2011 saw the successful conclusion of the initial operations phase. With more than 1.3 million flights in 2010, UAC Karlsruhe is one of the busiest control centres on the European continent. It manages en-route air traffic over central and eastern Germany.

P1/VAFORIT replaces a mainframe-based system called KARLDAP, which had been in service for more than 30 years. The new system represents a paradigm shift in flight data processing. It is based

on four-dimensional trajectory prediction and stripless operations. Such trajectory-based systems are the core of the Single European Sky ATM Research Programme (SESAR). They provide four-dimensional data about the planned flight paths of all flights relevant to a control centre. These features aid air traffic controllers in anticipating and resolving possible conflicts between aircraft and make flight planning more accurate, thus improving punctuality and reducing the number of re-routings. Key features of P1/VAFORIT are 4D Trajectory Prediction, Advanced controller tools, such as Medium Term Conflict Detection (MTCD),

What-If Probing and Flight Conformance Monitoring Aids (MONA) and stripless operations. Implementation of the P1/VAFORIT system is part of the multinational iTEC (interoperability Through European Collaboration) programme of DFS and its UK and Spanish counterparts, NATS and AENA, together with Indra as their technology partner. The purpose of this programme is to improve interoperability between ATS systems of different countries. It also complies with the objectives established by the Single European Sky ATM Research Programme SESAR.

## Frankfurt – Go-ahead given for noise-abatement flight procedures

The Federal Supervisory Authority for Air Navigation Services (BAF) has approved three procedures

from the active noise protection programme of the Airport and Region Forum for Frankfurt Airport.

DFS will begin trial operations in early 2011.

## Free route airspace Maastricht As the crow flies

A large-scale real-time simulation involving up to 15 sectors operating traffic on the busiest days looked at the various scenarios for Free Route Airspace Maastricht (FRAM) implementation in the MUAC airspace. The introduction of 142 additional direct routes is currently planned for early 2011. These new direct routes will complement those already introduced as part of the FABEC Night Route Network programme. On a tactical basis, MUAC air traffic controllers usually offer aircraft operators direct routes as far as possible. However, FRAM will allow these routes to be flight-

planned, which will generate significant advantages, including: better flight and network predictability, better flight efficiency, reduced fuel carriage, higher cost-effectiveness, reduced environmental impact and a better ATM performance through more accurate traffic prediction and improved sector workload. In addition, FRAM will provide an initial operational validation for conceptual elements of the SESAR ATM Target Concept. FRAM is therefore a first step toward the implementation of aircraft operators' preferred business trajectories.



Experts representing the main MUAC air navigation service provider partners witnessed the simulation.

## DFS and skyguide – Recruiters share booth

For the first time DFS and skyguide shared a booth at the recruitment fair in Basel in October 2010. This was a first step in a pilot scheme to assess possibilities for cooperation in the area of recruitment. Sharing a booth and working side

by side at the fair in Basel were judged to be a great success by both companies. Based on this, further cooperation is being planned for 2011 – Friedrichshafen in May, Freiburg in July, Kreuzlingen in November.



Recruiters at the shared booth in Basel

Switzerland

## ICAO gives good marks to supervision system of civil aviation

In its newly published audit report, the International Civil Aviation Organization (ICAO) notes that Switzerland's system of civil aviation supervision is efficient and suitable.

DFS and LVNL

## Strengthening co-operation

On 8 December 2010, LVNL and DFS expressed their intention to improve cooperation both in the areas of Communication, Navigation and Surveillance (CNS) and Aeronautical Information Management (AIM). They agreed to further investigate more intense cooperation, including sharing of tasks and possible common organisational structures in these two areas. For the development of these structures one important criterion is that they are open for other FABEC partners to join.

Skyguide

## In the network

Skyguide has set up corporate pages on Facebook (<http://www.facebook.com/skyguideCH>) as well as on the professional networks LinkedIn (<http://www.linkedin.com/company/skyguide>) and Xing (<https://www.xing.com/companies/skyguide>).

Skyguide

## Change to the Board of Management

Urs Ryf, the current Chief Operating Officer (COO), will step down from his position on 1 August 2011. He will be taking a sabbatical for several months.

**List of abbreviations**

<b>ACC</b>	Area Control Centre	<b>DFS</b>	Deutsche Flugsicherung GmbH	<b>MUAC</b>	Maastricht Upper Area Control Centre
<b>AHMS</b>	Air Traffic System Message Handling System	<b>DSNA</b>	Direction des Services de la Navigation Aérienne (F)	<b>NATS</b>	National Air Traffic Services (U.K.)
<b>AIM</b>	ATFM Information Message	<b>EEC</b>	Eurocontrol Experimental Centre	<b>NLR</b>	Nationaal Lucht- en Ruimtevaartlaboratorium
<b>AMS</b>	Airport Movement System	<b>EIP</b>	Early Implementation Package	<b>NM</b>	Nautical Mile
<b>ANA</b>	Administration de la Navigation Aérienne (Lux)	<b>ENAV</b>	Società Nazionale per l'Assistenza al Volo (Italy)	<b>NSA</b>	National Supervisory Authorities
<b>ANS(P)</b>	Air Navigation Service (provider)	<b>FAB</b>	Functional Airspace Block	<b>NOTAM</b>	Notice to Airmen
<b>AO</b>	Aircraft Operator	<b>FABEC</b>	Functional Airspace Block Europe Central	<b>PC</b>	Provisional Council
<b>ASB</b>	ANSP Strategic Board	<b>FIS</b>	Flight Information Service	<b>PRC</b>	Performance Review Commission
<b>ASM</b>	Airspace management	<b>FL</b>	Flight Level	<b>RTS</b>	Real-Time Simulation
<b>ATC(O)</b>	Air Traffic Control (Officer)	<b>FRAM</b>	Free Route Airspace Maastricht	<b>SC ENV</b>	Standing Committee Environment
<b>ATFCM</b>	Air Traffic Flow and Capacity Management	<b>IATA</b>	International Air Transport Association	<b>SES</b>	Single European Sky
<b>ATFM</b>	Aeronautical Fixed Telecommunication Network	<b>ICAO</b>	International Civil Aviation Organisation	<b>SESAR</b>	Single European Sky ATM Research
<b>ATM</b>	Air Traffic Management	<b>ISAAC</b>	Innovative System for Automated Aeronautical Communication	<b>STANLY</b>	Statistics and Analysis
<b>CBA</b>	Cross-Border Area	<b>LARA</b>	Local and Regional Airspace Management System	<b>TMS</b>	Traffic Management System
<b>CDG</b>	Charles de Gaulle (Airport Paris)	<b>LVNL</b>	Luchtverkeersleiding Nederland	<b>UAC</b>	Upper Area Control Center
<b>CDM</b>	Cooperative Decision Making			<b>VFR</b>	Visual Flight Rules
<b>CDO</b>	Continuous Descent Operations				
<b>CFMU</b>	Central Flow Management Unit				
<b>CNS</b>	Communications, Navigation and Surveillance				

**Points of Contact**

**FAB Europe Central**  
 Roland Beran, Chairman  
 Communication Cell  
 c/o DFS  
 Am DFS-Campus 10  
 63225 Langen, Germany  
 Tel: +49 6103 707 4190  
 roland.beran@fabec.eu

**FAB Europe Central**  
 Project Steering Group  
 Hermann Theobald, Chairman  
 Tel: +49 6103 707 4090  
 hermann.theobald@fabec.eu

**FAB Europe Central**  
 ANSP FABEC Group  
 Peter Naets, Chairman  
 Tel: +32 2 206 21 35  
 peter.naets@eurocontrol.int

**Belgocontrol, Belgium**  
 Nadine Meesen  
 Tel: +32 2 206 -2023  
 press@belgocontrol.be

**DSNA, France**  
 Jean-Michel Boivin  
 Tel: +331 58 09 49 09  
 jean-michel.boivin@aviation-civile.gouv.fr

Denis Lemarchand  
 Tel: +331 58 09 49 11  
 denis.lemarchand@aviation-civile.gouv.fr

**DFS, Germany**  
 Andrea Schäfer  
 Tel: +49 6103 707 4112  
 info@dfs.de

**ANA, Luxembourg**  
 Luc Willems  
 Tel: +352 4798 2803  
 luc.willems@airport.etat.lu

**LVNL, The Netherlands**  
 Linda van Dort  
 Tel: +31 20 406 3681  
 communications@lvnl.nl

**MUAC, Eurocontrol/Maastricht**  
 Fred Könnemann  
 and Mireille Roman  
 Tel: +31 43 366 1247 or -1352  
 masuac.info@eurocontrol.int

**skyguide, Switzerland**  
 Roger Gaberell and Maude Rivière  
 Tel: +41 22 417 40 08  
 presse@skyguide.ch

