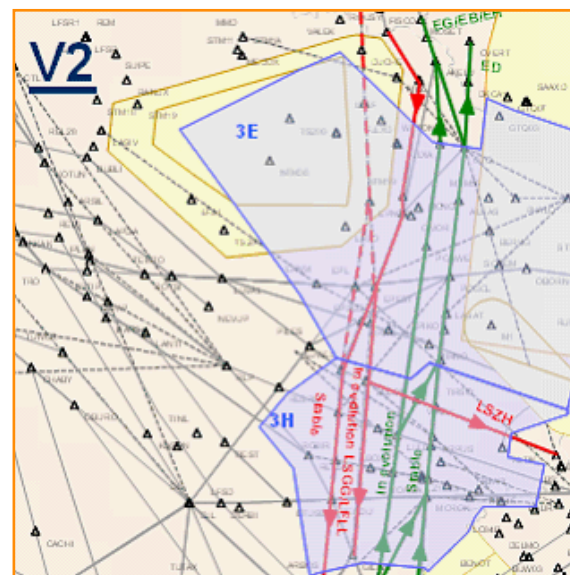
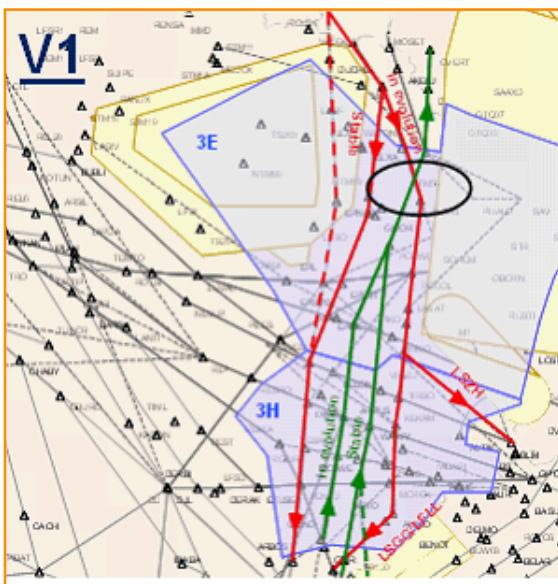


First FABEC real-time simulation of new routes network

From 19th to 30th April 2010, the first real-time simulation for the new FABEC routes network took place at Eurocontrol Brétigny. The simulation concerned the airspace in the North-East of France where the density of traffic is high and the volume of civil airspace is restricted by a French military area and two cross-borders areas (CBA 22 and CBA 25). 33 controllers' working positions were simulated in the attendance of 45 civil controllers (Paris ACC, Reims ACC, skyguide, Belgocontrol, Maastricht UAC) and military controllers.

With the current ATS route network, traffic flows on routes UN852 and UN853 are crossing twice, once in Brussels UIR airspace and again south of Geneva. In addition, these routes interfere with other traffic flows controlled by Paris ACC and Reims ACC. To improve this situation two scenarios have been assessed:

SWAP v1: the two major airways have been swapped (in red: to the South; in green: to the North). This scenario keeps a crossing in the North and the current organisation of SID & STAR of Lyon and Geneva airports. Nevertheless, it takes into account the future improvements regarding the CBA.



SWAP v2: this scenario optimises the scenario v1 with shortest trajectories and without crossing (the airways outside are used for the steady traffic). In this configuration, SID & STAR of Geneva airport will have to be modified.

Both scenarios will be assessed regarding to safety, capacity, efficiency and military mission effectiveness. The final report will be ready in the next weeks, but first indications are positive. Implementation is scheduled for the winter 2012/2013.



Cooperation agreement on basic training for air traffic controllers

On 3 June 2010, the air navigation service providers (ANSPs) of the Functional Airspace Block Europe Central (FABEC) agreed on cooperating in air traffic controller (ATCO) basic training. The common FABEC training network – including all current FABEC training entities (ENAC, Belgocontrol, DFS, LVNL and skyguide) – will provide joint ATCO basic training so as both to meet their own training needs and to offer capacities to the FABEC partner Maastricht UAC and possibly other customers.

This Cooperation Agreement ranges from jointly providing ATCO Basic Training to the contracting parties in compliance with their common objectives and requirements in terms of content and quality, to coordinating available training capacity as well as to continuously improving the use of existing resources throughout FABEC. Additionally, a FABEC common basic course is developed to enable the flexible allocation of ATCO trainees within FABEC according to the system's capacity.

The joint provision of basic training courses will allow all participating partners to gain valuable experience in the future training provision within FABEC. This network's training organisations are now initiating a detailed planning for the training provision in each of the FABEC ANSPs as of 2011 by nominating the executing training entities and allocating the respective demand.

This agreement is a first sustainable step in the evolution of training cooperation within FABEC. Studies are also being jointly conducted in the domains of recruitment & selection, unit training for ATCOs and training for air traffic safety electronics personnel (ATSEP). Following first benefits in airspace structuring and routing, the FABEC initiative now also shows effects on the level of training service provision.

First cross-border airspace redesign implemented

On 11 March 2010, DFS, LVNL, Maastricht UAC and the Dutch and German military successfully implemented AMRUFRA, one of the FABEC Early Implementation Packages. AMRUFRA will provide enough capacity for increased traffic levels up to 2015 while maintaining ATC costs and safety at current levels.

Named after the AMsterdam East sector, the RUhr sector and the Langen sectors surrounding FRAnkfurt – AMRUFRA is the first major cross-border airspace redesign conducted under the aegis of FABEC. The objective was to optimise the main civil air traffic flows from/to a pair of major expanding European hubs - Frankfurt and Amsterdam airports - and to balance both civil and military airspace requirements in the Netherlands and Germany.

Shortly after its implementation, the new airspace design was applauded by the Association of European Airlines who publicly welcomed the efficiencies, cost savings and rationalisation of the airspace achieved. AEA Secretary General Ulrich Schulte-Strathaus commented that: “Increased capacity – fewer delays – lower costs – lessened environmental impact – these are the benefits which the Single Sky will unlock. This is an important first step towards fixing the legacy of the patchwork European air traffic management system, and it is encouraging that by this summer the first beneficial effects will be felt. There is much more to be done, across the length and breadth of Europe, but a start has been made and we eagerly await more such developments”.

The basic principle of the AMRUFRA project was to split Amsterdam and Frankfurt departures laterally and to rearrange surrounding flows in a more effective way. In order to optimise the main traffic flows, a common airspace re-design was developed by the main partners: DFS, LVNL, Maastricht UAC and the Dutch and German military partners.

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 counterparts.

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 fourth of a series on the military and civil-military ANS situations in each of the six FABEC countries.

The Dutch approach, nine questions answered by Colonel Jan-Paul Apon



Could you please give a brief introduction of yourself and the tasks performed by the Mission Support Branch, to which you belong?

I am Colonel Jan-Paul Apon, and since December 2009, I have been head of the Mission Support Branch in the Royal Netherlands Air Force Command. The employees in my department deal with, amongst other tasks, air traffic control, fighter control & air defence, platform services (meteorology, fire services, bird-strike prevention and noise control), electronic warfare, operational intelligence and deployment of unmanned systems. I am a member of both the HLIB and the ASB. My previous post was head of the Airports and Airspace Department for the Netherlands Military Aviation Authority, and in this period I was a member of the SSB.

What are your general expectations regarding FABEC?

The underlying idea of FABEC, effectively the Single European Sky concept, offers excellent opportunities to make more efficient use of the relatively scarce European airspace. The main advantage of intensive and joined civil-military activities is increasing insight that all sides gain into each others needs, preconditions, opportunities and challenges. Many of the people involved have been participating within the various FABEC groups for a long time. The professional and amicable relationships are beneficial to a more and more balanced FABEC concept. That does not negate the fact that fundamental differences exist with regard to a variety of issues between, for example, civil and military air traffic services. This is illustrated by, amongst other subjects, the ‘performance indicators’ phenomenon. Airline companies naturally have a clear economic focus, while the military institutions are focused on mission effectiveness. This makes it difficult to compare costs and benefits in relation to each other. Thankfully, there is a sufficient number of civil and military experts available within FABEC to negotiate such differences and achieve a workable agreement. In general, I can see a great deal of potential benefit to all parties involved with FABEC. The road that we will walk together will be a rocky one: an inherent factor of such an extremely complex process. However, that’s the way we like it; no challenges means no fun!



What is your experience of FABEC so far?

FABEC is a huge project with a wonderful dynamic. The mix of activities, from purely Ops-related issues to frequently far-reaching legal processes and everything in between, gives it a very diverse and fundamental nature. Many aspects are directly or indirectly related. For this reason, regular conciliation at all levels of the organisations and ministries involved is of great importance. Furthermore, within FABEC, attention has to be paid to national developments, circumstances and situations. At the same time, the national issues must not be a decisive factor in the course of FABEC development. In short, the process is by no means a simple one, to put it mildly. However, so far, the enthusiasm to really make it work is extremely high. And when enthusiasm and vision combine, great things happen!

What impact has FABEC had on your department?

A recurring issue, both within military and civil communities, is the shortage of people to give adequate attention to all of the relevant forums within FABEC. For a small country such as the Netherlands, this is also the case. In my department, there are three employees who, to a greater or lesser degree, are involved with FABEC. The other Dutch military parties involved are managers and controllers from various operational units. This means that FABEC has a considerable impact on our ANS system as a whole. However, that does not detract from the fact that in general, the people involved are fully aware of the need to participate in the various discussions.

AMRUFRA is the first cross-border project that involves a very close collaboration between the military and civil aviation sectors in order to successfully restructure that specific section of airspace. In your opinion, what are the advantages of this collaboration?

The collaboration within AMRUFRA, a relatively small project, effectively gave us a glimpse of the benefits we could expect once the large cross-border projects are realised. As far as I am concerned, the bottom line is that when

the parties involved take the time to listen to one another and make the effort to see the other parties' challenges from their perspective, opportunities for solutions will arise. Furthermore, the importance of having all preconditions in order, particularly legal matters, has become abundantly clear. On an operational level, you may be in complete agreement with each other, but if the operational input proves to be impossible due to, for example, legal restrictions, then you're back to square one. You can't prevent everything, but a great deal of pitfalls can be avoided by looking a little further ahead.

The RNLAF (Royal Netherlands Air Force) and LVNL (Air Traffic Control the Netherlands) are expanding upon their current collaboration. Their objective is to merge military and civil air traffic control services into one organisation by 2020, in order to work in tandem within one airspace. What does this development entail for you and your forces, and more generally, for the Royal Netherlands Air Force?

As in the other FABEC states, civil-military co-operation in the Netherlands is developing to higher levels. Currently, the civil and military ANSPs are working according to a rather segregated concept. Recently, the Commander of the Royal Netherlands Air Force and the CEO of LVNL agreed on a firm declaration of intent, saying that in 2020, both organisations will work in a common airspace, and air navigation services in the Netherlands will be executed within one organisation. Stemming from the military responsibilities, both national and international, this future organisation needs to cater for expeditionary ATM capability, available, accessible and sufficiently sized training areas, and guaranteed accessibility to Dutch air bases. The various organisations in the surrounding states are being studied in order to come to a workable modus operandi for both parties. Although this process sounds very 'nationalistic', it will be fully compatible with FABEC developments. In my opinion, this development is a necessary step for the Netherlands. In the end, this will be the only way to be able to efficiently deal with the various airspace demands both now and in the future. The exact impact on both the military and civil organisations



cannot really be assessed yet. We take this process step by step. First, you must define what to do, then you must think about how and when to do it. I strongly believe that if we do it this way, the consequences will follow in a more or less 'natural' manner, resulting in manageable impact for all concerned.

CBA land: From the Dutch military perspective, what are the needs and what are the benefits?

To meet the training requirements of the RNLAF, training areas are necessary. The RNLAF often trains in the airspace above the North Sea, but for example when the sea state is out of limits this is not possible and we have to train above land. The dimensions of the training areas must be such that missions flown are cost-effective in terms of, amongst other factors, training objectives, mission duration, transfer time from and to the home base, etc. In short, they must be mission-effective. If we simply had tried to put all current and future military requirements to fit the current structure of Dutch airspace, a great deal of the airspace in the south-east of the Netherlands would have been made inaccessible to civil aviation. This is a typical situation in which FABEC will make a considerable difference. As a result of the developments within FABEC, military airspace requirements will, for the first time, be addressed using a concrete cross-border approach. Usually, the military benefits of the CBA land are brought into question. I prefer to look at it from a different perspective: the CBA land makes it possible to optimise civil air traffic. The FABEC ATFCM/ASM trial was successful.

What is the view from the Dutch military with regard to a joint ATFCM/ASM function?

Without a doubt, collaborative, dynamic planning and balancing the supply of and demand for airspace is the way forward. The FABEC ATFCM/ASM trial has clearly demonstrated that this often-complex process can be successfully executed. The essential importance for a clear decision-making framework, with concrete, unambiguous regulations, has been clearly shown and must be further developed. This is another situation in which national responsibilities must be incorporated into the overall structure of FABEC. The currently lower air traffic volumes enable us to increase the scale of the ATFCM/ASM concept in tandem with the future increase in air traffic.

The Dutch military is one of three armies to incorporate both state and ANSP representatives. What are the experiences so far?

The military parties within FABEC are indeed present at most of the meetings. This is because they are simultaneously policy makers, regulators, providers and operators. These roles have been separate in the Netherlands since 2005. In that year, the Netherlands Military Aviation Authority was set up, which deals with policy, legislation and supervision. However this does not detract from the fact that we all work for the same person: the Minister of Defence. As a result, in particular situations, the lives of the military parties are often made simpler than those of our civil partners. In the initial phase of FABEC, it was not always clear to our civil partners who played what particular role within the Ministry of Defence. After all, the entire organisation is covered by the blanket term 'the military'. Since then, however, we have all gained insight into who is responsible for what, as a state, as a service provider and as a serviceman!



IN BRIEF - 1

Contract on flight inspection

The Belgian and French Air Navigation Service Providers – Belgocontrol and Direction des Services de la



Navigation Aérienne (DSNA) – are now working closely together in the flight inspection field. Both FABEC members have put in place a three-year validity contract to perform flight inspection tasks in the Belgian airspace. The Toulouse-based DSNA flight inspection branch provides a state-of-the-art calibration airplane and crew to their Belgocontrol flight inspection colleagues. It has already been proven that combining the expertise of the French crew with the know-how of Belgocontrol results in a fruitful cooperation.

AGDL consortium contract signed

On 15 March, a consortium contract for the common procurement of Air Ground Data Link AGDL was signed. Under the umbrella of FABEC, the participating members (ANA Luxembourg, Belgocontrol, LVNL, DSNA and skyguide) are jointly organising a call for tender which will be published by the consortium leader, DSNA.

FABEC at ATC Global

For the 2nd time FABEC was represented with a common booth at ATC Global. To make this joint stand possible, the French DSNA let FABEC have their exhibition space. The reaction to the joint stand was extremely positive. The stand crew, which was recruited from the seven air navigation service providers, answered questions from countless visitors who wanted to be brought up to date on the status of the programme.

Common procurement for voice communications system

MUAC and DSNA have launched a common procurement of the first VCS system developed in line with FABEC specifications. Following a call for tender issued in February 2010, five supplier companies have submitted their offers for a VCS system to be implemented at the end of 2013 at MUAC and 2015 at DSNA. The evaluation of the tenders is currently progressing and it is expected that the supplier will be selected by year-end. The FABEC Voice Communications System Task Force was tasked with developing a common VCS specification in line with the FABEC concept of operations, which can lead to common procurement and maintenance by the FABEC partners. The objectives are to reach system commonality, ensure maintenance synergies and reduce acquisition and landline interconnection costs while meeting the partners' current and future technical and operational requirements.

IN BRIEF - 2

Traffic forecast

The actual Eurocontrol traffic forecast for FABEC foresees an annual average growth by 2016 in the range between 1.2 and 3.6 per cent.



Airspace Users

At the end of March, members from the Standing Committee Operations discussed with their counterparts from the airlines and the general aviation first results and the planning. In addition, the 1st FABEC Round Table on Institutional Aspects with airline representatives – focussing on the FABEC States Agreement – took place. The participants exchanged their views in a constructive atmosphere. The Round Table was part of a series of meetings which focused on dedicated aspects. At the end of January, a first meeting focused on finance (single unit rate, common charging zone etc.)

Presentations are available on:
www.fabec.eu/consultation.

Management Development

DFS opened its Management Development Training for advanced leaders to its FABEC partners. In a first step three senior managers from MUAC and LVNL participated in the module "Leadership and Change Management". The participation of FABEC managers in DFS training was highly appreciated: cultural enrichment, fresh and inspiring, trust-building, excellent exchange and networking opportunities were only some of the key terms reported in the feedback sheets.

Social Dialogue

On 17 March and 26 May, the European staff representative organisation ETF, MARC and IFATSEA met with FABEC representatives to exchange their views on the future of FABEC in the light of the upcoming signing of the States Agreement. On 8 July, a workshop is planned to discuss the progress of the programme.

List of abbreviations:

ACC	Area Control Centre
AEA	Association of European Airlines
AGDL	Air ground data link
AMRUFRA	Amsterdam Ruhr Frankfurt
ANA	Administration de la Navigation Aérienne
ANS(P)	Air navigation service (provider)
ASB	ANSP Strategic Board
ASM	Airspace management
ATC(O)	Air traffic control (officer)
ATFCM	Air traffic flow and capacity management
ATM	Air traffic management
ATS	Air traffic services
ATSEP	Air traffic safety electronics personnel
CBA	Cross-Border Area
CEO	Chief Executive Officer
DFS	Deutsche Flugsicherung
DSNA	Direction des Services de la Navigation Aérienne
ENAC	Ecole Nationale de l'Aviation Civile
ETF	European Transport Workers' Federation
FABEC	Functional Airspace Block Europe Central
HLIB	High-Level Implementation Board
IFATSEA	International Federation of Air Traffic Safety Electronics Association
LVNL	Air Traffic Control the Netherlands
MARC	MOSAIC ATM Regional Coordination
MUAC	Maastricht Upper Area Control Centre
RNLAF	Royal Netherlands Air Force
SID	Standard Instrument Departure
SSB	States Strategic Board
STAR	Standard Arrival Route
UIR	Upper Information Region
VCS	Voice communications system

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