20190619 ETF-ATM Committee minutes

There is a new internal ETF tool for mailing list. François will now send documents 7 days prior to meetings. Last minute docs will be available on the website

National reports : see documents attached

SD Toolbox project

Meetings happened in all FABs, the ending event will take place in Naples first week of September, with attendees from the Commission. We'll try to revive Social Dialogue in ATM by inviting CANSO. Reports from the meeting : issues in Talinn workshop, Gent for FABEC : management of DSNA didn't attend, ETF french members wrote them a letter.

Relations with other social partners
- issue with CANSO (lack of staff). DG Move will push so that SD continue (at least 3 ATM WG meeting next year).
- regarding the study on working conditions of ATM related staff, DGMove wants to use ASPRET to monitor the study that will be performed by a consultant (call for tender released, no volunteer yet), with interviews of national unions,…
- ATCEUC : change in rep, we don't know who will be next.
- IFATSEA : we couldn't attend regional meeting, but we have members so information should flow.

Lisbon meeting (took place on June 3rd&4th on non-ATCO=ATM experts)
In the WisePersonsGroup report there is a proposal for creating ADSP (ATM Data Service Provider, that would be a service provider for ANSP). In 1999, 1st communication about SES unbundling of services was present. Same in 2004, 2009 (study that never occured), 2013, 2014… The European Commission intend to publish what was decided in SES2+ after Brexit because that « would solve the Gibraltar issue ».
The ADSP concept is used in the Airspace Architecture Study.
Eurocontrol made simulations that with a complete redesign of the airspace we could solve the airspace congestion.
We should show that those are simplistic ideas that don't reflect reality, and try to influence SES3 (too late for SES2+). First roundtable happened in May, next meeting with only focal points on June 28th, full roundtable on July 5th. We aim at having a declaration for September signed by all stakeholders (even airlines, states,..)

Daniel : our FAB is a good exemple that cross border activities are already in place. Nobody could show us the benefice of the AAS proposal. We should lobby at national level so that the states send the same message.

Charly : this is where we should improve (meeting european rep at national level).

ICB (Daniel)

Last year work revolved around : how the european sky should look like from the industry view ? 4 months discussion on « Single » or « Seamless » European Sky.
Negative impact for us : market driven approach or regulated as a market even if there is none. We can always claim there is no market.
Positive : safety is named more often. Just Culture is in the draft as well thanks to IFATSEA. We achieved that the system should be human-centered.
All stakeholders are committed to work in favor of the network (including airspace users), so some practices should disappear.
Politically, it is needed to have a position delivered fast (to answer AAS and WPG report). Issue with the WPG, several institutions refer to its report, and it is more problematic than the ICB position.

Discussion with Gerry O'Connell (ICB chair)

Collaborative Decision Making is paramount. Airspace design issues are not only european, it happens internally as well.
Focus on the network : how Heathrow accesses it, how to optimise.
ICB : document has been produced, we count on you to sign it.
There is no mention of introducing competition for core air navigation services.
Optimisation of the Joint Human Machine system. ADSP : role of ATSEP is likely to change. ICB to come to a common view ont the data that needs to be exchanged with trusted users.
Challenges : staff shortages and 'virtual' mobility, delegated airspaces (liability), automation of support systems, change management.
ICB vision : network centric, market conditions (not for core services), safety, clear governance and accountability. To achieve : resilient service provision, performance-based regulation and output-based targets ; predictable operations : closer adherence to plans ; seamless operations ; clearly defined roles and responsibilities with CDM process.

Gauthier : what does ATM encompass ? Gerry : ATCO. Ancillary services : aeronautical information service, part of CNS (comms, cf Aeron) are not.

Gauthier & Charly : we already do cross-borders information sharing.

Gerry : interoperability is regulated by the European Commission

Gauthier : regulation will be repealed in 2022, and no work by EASA has started to replace it.

Akos :Social aspects should be included in the vision, otherwise it results in a lack of commitment from front-line operators. There are huge differences

between ANSPs social models, how would it be treated in the case of cross border licensing ?

Gerry : social dimension should be integrated in the change management program.
It should be raised at the second roundtable on July 5th by Charles-Andre.

Charly : airspace restructuring : don't you feel we are selling it to much to the Airspace Users ? Airspace delegations exist already. Same with ADSP, it won't bring a huge capacity improvement.
Daniel : we should say what's already achieved already and focus on operationnal problems left to solve, instead of aiming for a complete restructuring from the start.

Gerry : if you look at the Airspace Architecture Study and NetworkManager reports, it focuses on pinch points where they foresee a complete restructuring of the network. The main capacity constraints come from 4 or 5 places. FABEC is a great project, in a video they describe 4 or 5 main issues : ownership, jurisdiction, lack of interoperability, military areas. I think something deeper is needed to double capacity in 15 years. In the short term : airspace restructuring. Flight centric operations won't happen for many years. A safety case has to be demonstrated. The military need to become more integrated in the civil ANS.

Charly : the workshop in Budapest showed difference with US regarding military. What we are selling through simulation sometimes is far different from real possibilities.

Daniel : no one is able to say where how and when the airspace should be redesigned. Cooperation exists already. Agrees on military. New Thales system (Austria) and old Thales system (hungary) don't talk to each other, this an example of actual operationnal burden that should be solved.

Gauthier : it's not so much that EASA is not committed, but the mandate to update the repealed regulation (on interoperability) has not been discussed with them. System suppliers are not aligned on what should be done.

Gerry : some of what was written by the WPG was written 20 years ago already. We have to make progress. Member States must be onboard. Flight planning interoperability is an issue as well. There are a huge number of RAD restrictions.

Gauthier : outsourcing is not always cheaper (flight planning) : many flight plans are rejected by the ATM system because the flight planning company is not up to date. As a result of this activity being sub-contracted, it is difficult from the ATM to have somebody to talk to on the airlines side.

Aaron : we witness the beginning of a change from the airlines : they recognise the network involve many actors. But still, in operation airlines usually do not

stick to the plan. The business models between airlines and ANSPs don't match. How do we align as an industry ?

Gerry : we pay the most expensive service for the most efficient 2 runway throughput, eg TimeBaseSeparation : 10 millions investment , 2 years project at Heathrow. We'll always invest for capacity. We have to be more integrated and more responsible. We don't want project like flight centric that might not deliver.

Daniel : flight centric is safe if you reduce capacity by 60 %.

Gerry : average profit (IATA in europe) : 7$/passenger. We need continuity and resilience otherwise it doesn't work.

Aaron : the performance scheme didn't deliver.

Gerry : NATS outperformed its (economically regulated) targets.

Charly : this is not the case for ATM as a whole in RP2. RP3 is still not realistic.

Daniel : we are an infrastructure, so investment must be done in time. For example ground handling in Vienna : market-driven is not always the best choice. The airport company is profitable, not the ground handling. There will be operationnal impact during the change of contract.

Aaron : there is hypocrisy in the SES currently: it leads to more fragmentation. There are political institutions competing with each other.

Gerry : A6 group makes a lot of effort, it must be supported. The regulatory environment needs to enable change.
Just Culture is paramount in the safety system.

Suresh : suppliers are a key part, but they don't have the capabilities they pretend.

SESAR (Marcello)

Report of the general activities we do in SESAR.
Two main topics : simultaneous multiple remote tower. We are opposing this way of working, but validation happens in a big group and is a preplanned show.
Second topic : drones. We attended ACI Europe SESAR workshop, Uspace CORUS workshop in Rome. Other subjects : flight centric ops, multi sector planner.
We had some contact with SESAR Deployment Manager, which proposed a closer collaboration with PSOs (ETF, ATCEUC, IFATSEA,..) to conduct PCP and CP2 review, including 2 consultation cycles, two ad hoc meeting per year. We are willing to participate.

Approach of SESAR to automation : they started by saying there is an ATCO shortage, so the solution is machine learning and ArtificialIntelligence to replace human. 3 scenarii : locally optimised ATM automation (what we have now) ; holistic cognitive support to ATM ; autonomous ATM. SESAR is not sure if they are aiming at that last goal. The discussion wasn't based on a scientific approach. The next step is in september.

EASA (Gauthier)

Update candidate safety issue form for personnel not covered. Our proposal is not in the draft EPAS. EASA says it will take a year to decide if it is worth being in the EPAS. We should meet directly with relevant people from EASA
We said EASA it should ask Eurocontrol to update its model to accodomate TSIAT.
English langage proficiency : EASA intends to promote best practice for pilots, and maybe next apply that for ATCO.
ATCO IR : background voice recording has been « solved » : it will be mandatory unless the NSA says it isn't. If there is an interest, we could with ATCEUC develop some arguments to convince the NSAs that it has little added value and is costly.
The regulation will be adopted at the next EASA committee.
ATCO flexibility : EASA decided to postpone the discussion on the inclusion of FRMS in the regulation. We'll have the opportunity to see if 373 works : criteria must be defined by January 2nd 2020.
Suresh : Fatigue managment and FRMS are 2 different things.

Members : please keep Gauthier informed if the implementation of 373 triggers negociations in your ANSP.

Initially ATCEUC supported CANSO for FRMS as an alternative to those criteria, and now they changed mind and agree with us.
Airspace congestion task force has been established to advise EASA management on their role to tackle capacity crunch. This will be presented at the SAB next month.
373 : contracted activities : CANSO doesn't want to endure responsibilities and liabilities for their contractors (it is a concern mainly for DFS and NATS).
Interoperability : regulation will be repealed in 2022, discussions haven't started to replace it.
Standardisation audits : EASA found areas to focus on for the next period. We want to influence which topics are chosen. We drafted a letter to EASA, joint with ATCEUC and CANSO.
General Aviation roadmap : EASA asked what could the ATM community bring to reduce the number of collisions in GA ? There is an attempt to build new system « low cost TCAS » for GA (proposal by EASA staff responsible of the GA roadmap, with link to the industry).
Proposal by EASA to impose english for all vehicle drivers on airports.