**ETF-ATM extended SC draft minutes**

March 13th 2019

**Report from the WAC**

- Fragmentation in ATM (Charles) :We attended a presentation with several Head of operations from different ANSPs, debating about the Airspace Architecture Study, cross border services,.. We learned nothing new.

- The ICB named « staff » for award, but it was namely IFATCA, IFATCEA, etc.. not ETF.

- Presentation on FatigueRiskManagmentSystem showed the problem of fatigue tracking devices. We think this is OK for research in a lab, but not to be used during duty hours.

Niall : the fatigue presentation didn’t go into detail on the effects.

- Remote tower (Gauthier): We saw the new norwegian RemoteTowerCcenter setup, which includes 2 centers (1 main, 1 backup), that will be in operation this Fall (september). The quality of the image is really good, you can see above (pan), but the framerate is a problem (5 hz, lagging image)

- Free Route Airspace : managers focus on the fact that FRA may build better performance : if there is FRA everywhere and staff shortage happens, they can offload the sector to another center. There is a SESAR project about that, called non geographical ATCO training, for which a validation happened last december, but it is V1 only (paperwork). (Charles)

 - INDRA on new ATM automation (Arnaud): this envisions that ATSUs are seperated from ADSP, using data centers, that remote towers have flexible allocation, and pushes for a wider adoption of GBAS and ADSB technologies.

Brennan said passengers are becoming fed up because of delays,and doesn’t see the link with RP2.

There were less FAB booths, SESAR « disappeared »

**Performance and charging scheme** (Aaron)

A new scheme has been published on Feb 11th, and we are now preparing the objectives for RP3

Update on charging regulation

Before, the performance and charging schemes were split, they are now combined in Regulation 2019/317.

RP3 will cover 5 years, from 2020 to 2024.

- Incentive : max bonus 2 %, penalty 4 % (previsouly they were symmetric). It used to be calculated on revenue, this has changed now to ANSP determined cost.

- Traffic risk sharing (protect the ANSP if traffic different from forecast) :

* 2 % : all risk
* 2 – 10 % traffic : 70 % risk can be claimed (two years after)
* over 10 % : full recovery / repaid to airlines.

- There is now the possibility to use a different trafic forecast instead of STAFOR if your NSA allows  (for example NATS has an analytical team who built a forecast). It is no longer required to have a FAB plan .

The plans are to be submitted to the European Commission by 1st oct 2019 for a basic check. The full assessment is planned by the European Commission on march 2020. All targets are subject to final confirmation.

- KPI :

* safety : only ANSP have safety KPA (not Member States anymore) ;
* Environment : the last filed flight plan is no longer used, only radar data. Helios study for FabCE showed that 60 % of airlines don’t file the most efficient flight plan, because CSP are not able to make full use of the flexible airspace offered. Target KEA for RP3 goes from 2,53 to 2,40 % for period the period 2020 to 2024.
* Capacity : 2018 situation is 1,83 minutes en-route ATFM delay per flight. The target for 2020 is 0,9 minutes. It goes down to 0,5 for 2024. Problem of this number, appart from being unrealistic, is that it doesn’t give the full picture. For example some countries try to manage to have 15 min delays on more flights instead of one having 45 minutes. This doesn’t appear in the global figure.
* Cost efficiency : determined unit cost reduction. There is an issue on the starting point to be used (PRB wants to take 2017 total cost, which is lower than 2019. This allows to artificially show a 2,3 % reduction rate instead of 4). The long term target trend is - 3,4 % per annum.

Where we are in the process

A Single Sky Committee meeting will take place at the end of March to discuss the new proposed targets. It is unsure if they will be accepted. We are drafting a joint letter to be sent to the Member States, that will be uploaded on the website, public and open.

Gauthier : a meeting in France showed a mixed use of euros2017, 2019, not constant, etc... for example for pension schemes. France is trying to talk to other FABEC member to have a common position but not block the process.

Charly : the main change on charging is that it is now based on the actual flight flown (between and entry and exit of the charging zone), not the last-filed flight plan. For big countries lit might be less than 1 % different, but for small countries it might make a huge difference, as airlines will file their flight plan differently (for example some projections show -7 % income for Denmark, Switzerland gets two digits increase).

**Right to strike**

The petition didn’t get many more signatures since our last meeting.

The big Fair Transport demonstration will happen on March 27th (tranport at large) : bring flags (country, aviation), no fireworks. We will have a banner for aviation.

Information is availlable on the Fair transport Europe website. Joined route from differents countries to come to Brussels are possible.

**Airspace Architecture Study**

Forecast : 50 % trafic increase by 2035 → 8,5 min delay per flight. The number of congested ACCs goes from 5 now to 45 then.

The study wants to increase ATCO flexibility. It focuses on operations and data services layers, saying there is a lack of scalability and resilience. The plan is to create one european ATM technical system, with one or few providers of surveillance, flight plan, safety net and conflict detection data, called ATM Data Service Providers (ADSP). This is a more detailed version of the centralised services initiative, and ANSP would be incentivised to move to that framework. One of the issues is : who owns the data ? Examples of current projects going that way are Germany with neighbour countries, and Coflight for Italy and France.

SESAR pushes non-geographical sectors on top of ADSP. This could change the labour market for air-traffic controllers. If there is a move to flight centric ATM, airlines could use competition to choose who provides the service.

The study also aks for less sensors on the ground, because it states one can use the radars at the border to serve several countries. The study expects a 50 % reduction in the number of sensors (radars or others).

All of this brings severe social issues for non-ATCO personnel : MET, AIS, AIM, ATSEP in charge of sensors, that would be outsourced of the national ANSPs as we now them. It would be good to have a meeting to discuss the issue with non-ATCO people before the next ETF-ATM meeting in June. It is proposed that this takes place in Portugal. ETF is to send the invitation.

If we follow the study, the powers of the network manager might be extended.

Regarding the Capacity on Demand principle, the issue of revenue sharing is disregarded by the study.

The roadmap envisions that the first ADSP would be certified by 2025 ; virtual centres, capacity on demand and ADSP across Europe happen by 2030 ; flight/flow centric operation by 2035. The study considers that by implementing all this, en-route delay will be 0,5 min instead of 8,5.

This study has been welcomed by airlines (even if there is some suspicion) and got a surprising support from CANSO (especially the A6 group, that believes they have been heard and are leading the process).

The Wise Persons Group will soon review the study.

**ICB report** (Daniel)

3 ways to proceed have been proposed :

- finalise the current version, saying there is no agreement.

- continue work until agreement, working in smaller groups (only 2 members of PSO)

- stop and start working on endorsement of the Airspace Architecture Study

A new chair has been appointed : Jerry O’connell.

Principles regarding SES : safety is priority, the purpose of the network is to move passengers from A to B, ANSPs act only in the interest of the customer, network centric approach, discipline (airlines disagree), ...

Seamless operation

New SES chair Christine Berg.

Erevyone agress but one airline group (aire and IATA), request ATM at zero cost and fly direct from A to B.

Next vision workshop and ISG at 10th April.

ICB tries to change the way it’s working, in smaller groups and reducing PSOs presence.

**EGHD**

The EGHD has delivered a paper about optimising ATM staff working stations in december 2018.

The next topic will be about « staffing capacity and mobility (with the help of Helios). ETF didn’t choose this subject because it’s mainly a social issue, but everyone else in the group chose it.

The upcoming paper should tackle training, competencies, change management, virtual and physical mobility of staff, cross-border ATM services.

Please provide examples of current cross-border operations to show the Commission.

**SESAR**

SESARJU

Reps of ETF attended their first activities in January 2019. We are not inside the research project, only validation phases. Our goal is to be as present as we can, and provide reports, that way interacting indirectly with project managers. This is more powerful because we provide input as one entity, not a single person.

Reps are re-imbursed by SESAR when they attend activities.

Activities happening in the next months are mainly on remote towers and drones. Christian and Helena will attend a CORUS day on April 2nd and 3rd.

The current issue is that we can only attend OpenDays, and not the full validation process.

SESAR DM (industrialisation, after research)

Until now, we didn’t have any contact, which is changing currently.

The European Commission decided to drop the CP2 and only update the PCP.

**Wise Persons Group**

Volker Dick from ATCEUC is representing staff.

WPG had a hearing of ETF on Dec 12th, 2018. ETF contribution is being distributed to the WPG members.

**Social Dialogue**

For the next step, we will have one project for the whole section

The next ATM Working Group will take place on October 24th 2019.

The next Civil Aviation Sectorial Social Dialogue will be on June 21st 2019.