International Civil Aviation Organization

**INFORMATION PAPER**

# High Level Meeting on a Comprehensive Regional Implementation Plan for Aviation Safety in Africa

## (Montreal, 17 September 2007)

Session  3:  Political commitment and pledge of support by States and organizations

## THE EUROPEAN MECHANISM FOR ATM PLANNING REPORTING AND MONITORING

(Presented by EUROCONTROL)

**SUMMARY**

This paper gives an overview of the mechanism for planning, reporting and monitoring, the European Convergence and Implementation Plan (ECIP) and the Local Convergence and Implementation Plan (LCIP) managed by EUROCONTROL.

1.  **INTRODUCTION**

1.1        In 1990, in response to the capacity-critical situation of the late 1980s, the European Civil Aviation Conference (ECAC) ministers initiated the European Air Traffic Control (ATC) Harmonisation and Integration Programme (EATCHIP). One of the major tools used to identify shortcomings and implement and monitor improvements in a harmonised way in civil aviation was the Convergence and Implementation Programme (CIP). The objective of the CIP was to co-ordinate, plan, and monitor common implementation actions between the ECAC States and their national ATC service providers, in order to create a seamless Air Traffic Management (ATM) system meeting its stakeholders' requirements. First published in 1993, the CIP described a set of common implementation objectives to be achieved by the participating ECAC States, aiming mainly to improve capacity and reduce flight delays, while maintaining or even enhancing safety. EUROCONTROL as the managing agent of the EATCHIP and its successor the European ATM Programme (EATMP) coordinates the details of the programme and its implementation.

1.2        The creation of the CIP was, at that time, a major milestone in European air traffic cooperation. Building on the ICAO Regional Plan and the EUROCONTROL Common Regional Medium-Term Plan, which were developed in the 1980s, this was the first time that national plans and projects of the participating European States had been adapted in order to meet common goals. Now, 14 years since it had been put in place, the Programme has benefited both airlines and passengers alike by helping to provide a safe, seamless and punctual ATM system across Europe.

(3 pages)

2.          **ECIP/LCIP MECHANISM**

2.1          Over the years, this cooperative planning was extended, in line with the EUROCONTROL ATM Strategy for the years 2000+ (ATM2000+ Strategy), adopted in 2000 by the ECAC Transport Ministers, and further updated in 2003. It now includes airports and military authorities, and incorporates the planning of the necessary changes to the European Air Navigation Service (ANS) systems to meet the requirements in the key performance areas of safety, capacity, cost-effectiveness, environment and security. Since 2000, this common plan has been called the European Convergence and Implementation Plan (ECIP).

2.2          **PLANNING**

2.2.1          While the ATM2000+ Strategy defines qualitative objectives for a period of 15-20 years, the ECIP constitutes the common medium-term (5-7 years) implementation plan for Europe. The ECIP sets out operational, technical and institutional improvements that have to be applied to the European ATM network. It does this in terms of Implementation Objectives that describe the type of change to be applied. Each Objective is broken down into a number of Stakeholder Lines of Actions (SLoAs), which detail the work that has to be completed by each of the stakeholder groups to successfully complete the Objective. Each Implementation Objective contains, amongst others, applicable areas, completion dates, supporting activities/material, performance benefits and dependencies.

2.2.2          The implementation planning of the SLoAs is then described in Local Convergence and Implementation Plans (LCIPs), containing the detailed national implementation actions required to achieve the Objectives and to meet national/regional performance targets. The LCIPs detail all the actions planned by the national aviation stakeholders (regulators, ANS Providers, the military authorities and airports) to realise the ECIP Objectives. These plans, signed by the relevant competent authorities at the highest level, signify the intent and commitment of each national Stakeholder to apply their best endeavours to play their part in those plans and complete their agreed implementation actions to meet the ATM Performance Targets.

2.2.3          There is a well-defined, transparent and commonly agreed process in place for the annual update of the ECIP and LCIP documents. New Objectives consistent with the ATM2000+ Strategy and stakeholders requirements, and changes to existing Objectives, are developed and then endorsed by the EUROCONTROL Provisional Council each year for inclusion in the plans. This preserves the strategic role of all key players and ensures the necessary buy-in and commitment to the plans by the various stakeholders.

2.3          **REPORTING AND MONITORING**

2.3.1          The LCIP plans/documents are updated yearly by each ECAC State, with assistance from the EUROCONTROL Agency. These documents are the main monitoring element of the ECIP/LCIP mechanism.

2.3.2          Based on the LCIP documents, an ECIP Status Report is produced yearly by the EUROCONTROL Agency, showing the progress of implementation actions over the previous year and identifying achievements and performance gains. This report also highlights the short-comings in implementing actions, and proposes remedial actions, where required.

3**.      CONCLUSION**

3.1          The ECIP/LCIP mechanism is a powerful means for the European Aviation Community to harmonise implementation, establish common references, increase visibility of plans of the different stakeholders and support the provision of a single repository of all ATM related regional/local implementation data.

3.2          Over the past 14 years, the ECIP/LCIP process has contributed to the development and harmonisation of European ATM infrastructure. It has played an important role in improving air traffic operations, by amongst other things reducing longitudinal and vertical separation between aircraft, and continuously improving airspace organisation and the routes network. It has also contributed to enhancing safety with, amongst others, implementation actions on Safety Management and Safety Regulations.

3.3          Currently the ECIP/LCIP mechanism is being adapted to reflect the Single European Sky (SES) regulatory requirements.

3.4          Overall the ECIP/LCIP mechanism:

   a)  is a mature process being in place for almost 15 years,

   b)  has a wide scope, as it covers the planning activities from strategy to implementation monitoring,

   c)  operates with extensive co-ordination of the different categories of Stakeholders of the 41 ECAC Member States, to ensure convergence,

   d)  is transparent, based on very simple and sound principles, and is rigorous in capturing stakeholders' changing needs.

   e)  it has been effective in addressing the required harmonisation of different national ANS systems respecting responsibilities of sovereign States, while ensuring commitments to converging local/regional implementation actions and initiatives at the highest level.

4**.      ACTION BY THE MEETING**

4.1          The Meeting is invited to:

   a)  note the European ECIP/LCIP mechanisms relating to ATM planning, reporting and monitoring; and

   b)  consider the ECIP/LCIP mechanism for possible use in the ICAO AFI Region. This would facilitate the transposition of know-how from well-proven and mature processes.

— END —