GANP: Innovation & Best Practices

The European experience in building a Regional Cooperation approach to GANP

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EUROCONTROL
Air Transport – Air Navigation – in Europe

A VERY COMPLEX ENVIRONMENT:

- INSTITUTIONALLY
- OPERATIONALLY

- 40 EUROCONTROL Member States, typically each with its own ANSP
- Approximately 65 Area Control Centres (ACC)
- Over 600 sectors when at full capacity
- Approx. 17,000 Air Traffic Controllers
- Approx. 36,000 other staff

Total Employees 53,000
Total revenue B€8.2/year
Operational complexity … and fragmentation

But moving towards defragmentation… (FABs)
Institutional complexity too…

**Institutional architecture & allocation of roles**

**Regulate**
- EC
- EASA
- NSAs

**Operate/Coordinate**
- Network Manager
- FAB
- FAB
- FAB
- FAB

**Research**
- SJU (to 2016)

**EUROCONTROL role**
- Technical support
- Performance review
- Network management
- Deployment coordination
- Route charges
- Founding member
- Major contributor
- Longer term research

**IMPLEMENTING THE SINGLE EUROPEAN SKY (SES)**

Global Aviation Cooperation Symposium | ICAO HQ, Montréal, Canada | 30 Sep - 3 Oct 2014
EUROCONTROL
in the core of European Regional Cooperation

*Particularly in the development and implementation of Strategic Objectives, key performance areas, and new technologies/systems*

Our long experience shows the importance of:

- Cooperation as win-win, with no loss of sovereign decision
- Cooperation to identify and work together towards common objectives, recognising the traffic and performance needs
- Cooperation to enhance harmonisation and better serve the users
- Cooperation to help some states to catch up with the more advanced ones
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*Particularly in the development and implementation of Strategic Objectives, key performance areas, and new technologies/systems*

That includes…

- **Experience from work done for more than 20 years** on separation used at boundaries, surveillance coverage and sharing of data, design of airspace routes, RVSM, EAD, PENS, LARA, etc…

- **SESAR Programme**, with unprecedented cooperation in validating the next solutions compatible with the global civil aviation system

- Preparation for the **SESAR Deployment** with EU-wide commitment (regulated) to syncronise specific implementations that are part of and aligned with the GANP
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Particularly in the development and implementation of Strategic Objectives, key performance areas, and new technologies/systems

That experience includes…

• **Performance Review Scheme** (PRB/PRC)

• **Monitoring mechanisms** (ESSIP)

Both providing an open picture of the situation (and pressure as well) & bringing progress because of plans with explicit objectives and monitoring
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Performance Scheme: key benefits

<table>
<thead>
<tr>
<th>Traffic</th>
<th>Punctuality</th>
<th>Flight Duration</th>
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<tr>
<td>20 million flights per year</td>
<td>1 min of the planned arrival time</td>
<td>10 min of the planned arrival time</td>
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Cost Efficiency
Inefficiency costs reduced by €3 billion per annum

Flight Efficiency
Better procedures and flight profiles €6 billion savings per annum

CO₂ Savings
Corresponding to 18 million t of CO₂ savings per annum

Gross Domestic Product
€419 billion of additional GDP for Europe from 2013 to 2030
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*Performance Scheme: other examples of benefits*

- Better cross border cooperation
- Full or partial implementation of Free Route Airspace (FRA) concept:
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Monitoring (ESSIP)

- Agreement reached at EANPG Nov 2013 to use ESSIP mechanism adapted to ICAO needs

Implementation progress to plan

Implementation progress slower than plan

Implementation progress inconsistent with plan
From all that…

…Some lessons & experiences to share with you

• There is a need for efficient services and interoperable avionics & procedures
• With traffic growth, new areas become ‘high density’; reusing the experience of present high density areas can better anticipate without going through all the same steps
• Acting together in the early lifecycle is more efficient – In Europe SESAR has become a vector for wider harmonisation
• A deployment programme is needed… Deployment where and when is needed, but based on common principles, common rules, common data & interoperable technologies. One size does not fit all.
• Plans at continental level with explicit, clear (and legally enforced) objectives and monitoring.
• In Europe the existence of a binding framework (EU + ECAA) is essential in order to work towards a pan-European and single framework for the whole ECAC and adjacent areas
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