

IBE3302

320

VEKIN

WF

M74

TAP5323

379L320

FERDI

WF

M74

FIN5721

180T320

280

Air Navigation: Flying through Congested Skies

ICAO & McGill University Institute of Air & Space Law

Montreal, September 27-29, 2006

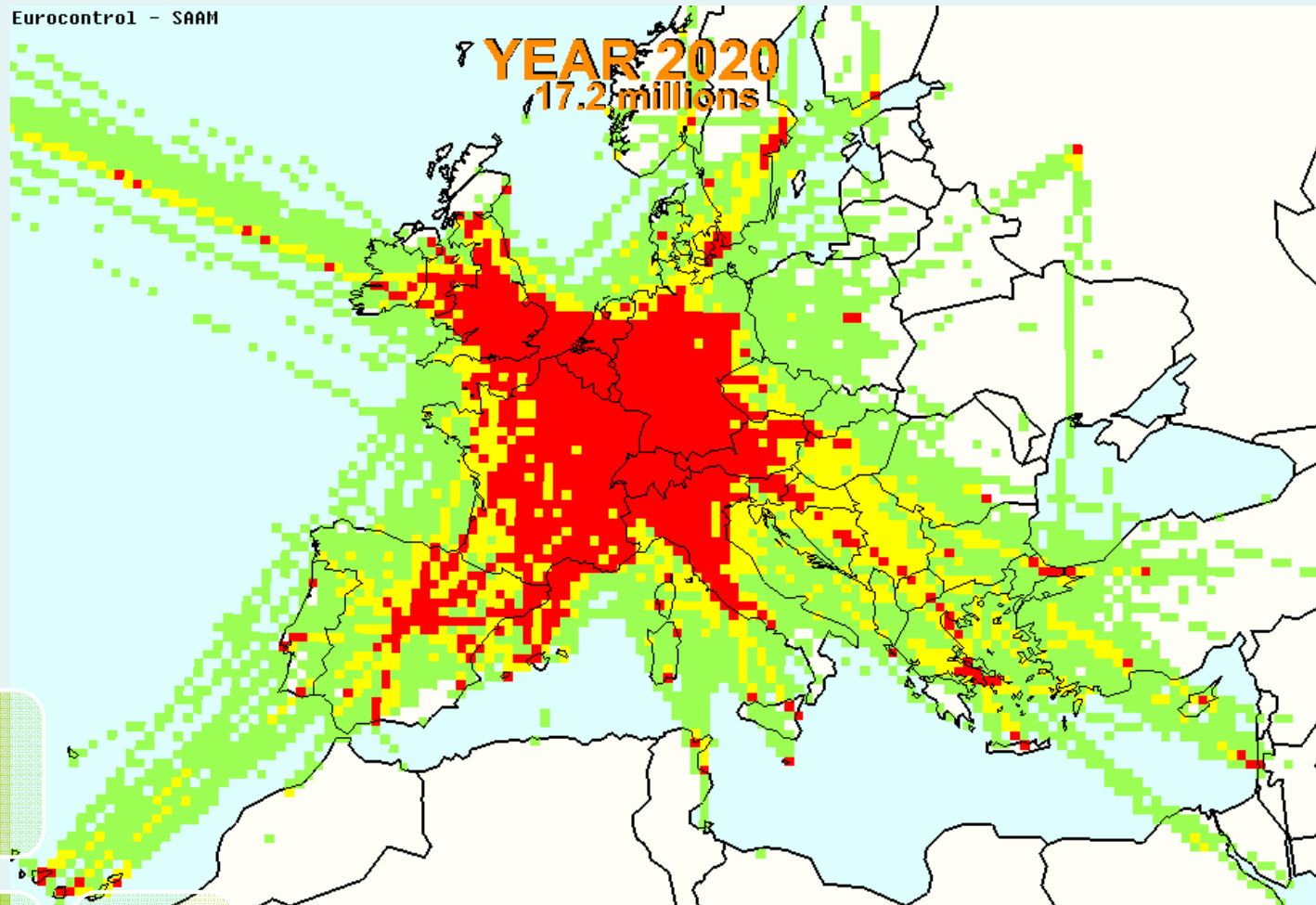
Víctor M. Aguado

Director General, EUROCONTROL



Air Traffic Growth

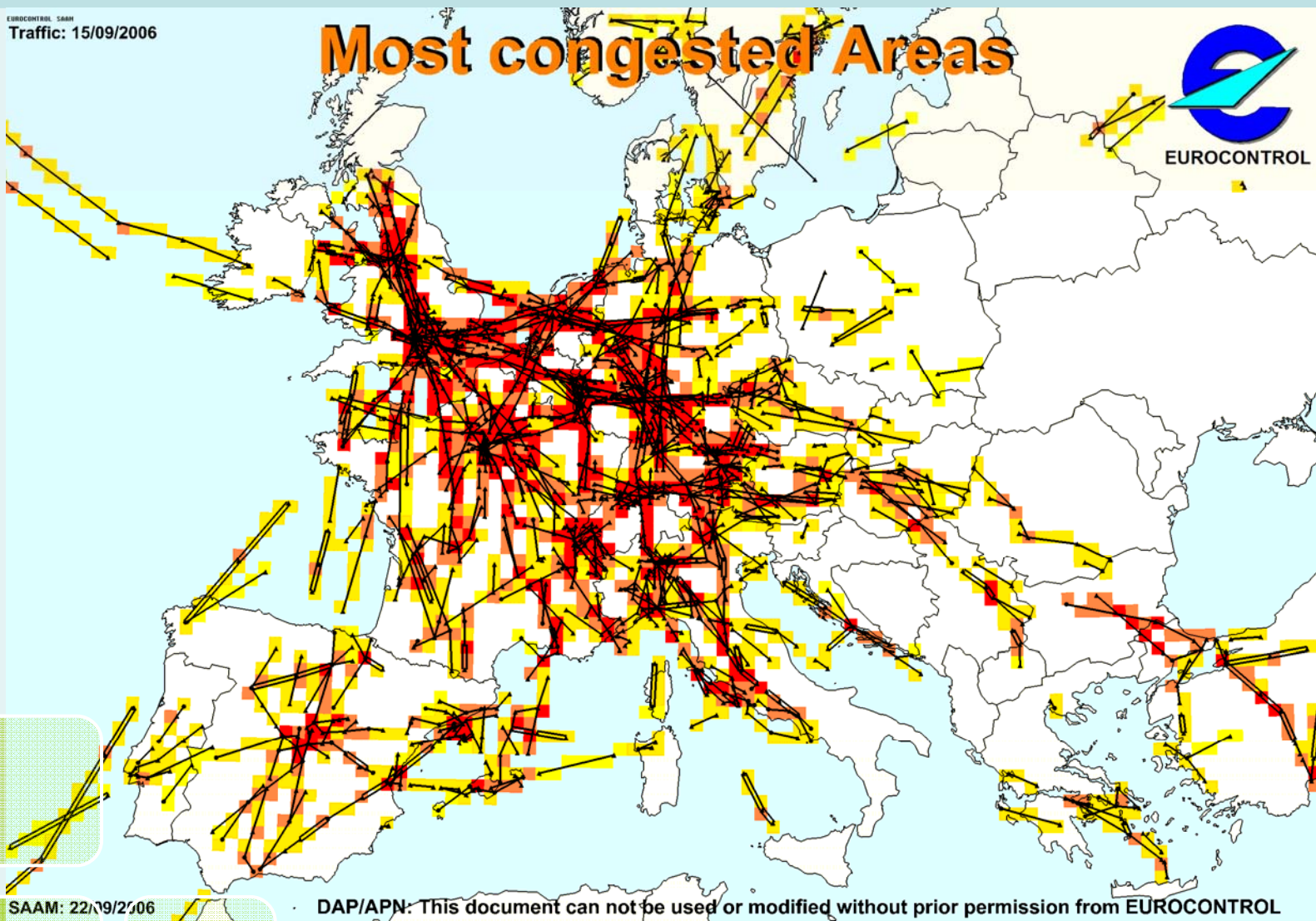
Air Traffic in Europe will double within the next 20 years:



Airspace Potential

EUROCONTROL SAAM
Traffic: 15/09/2006

Most congested Areas



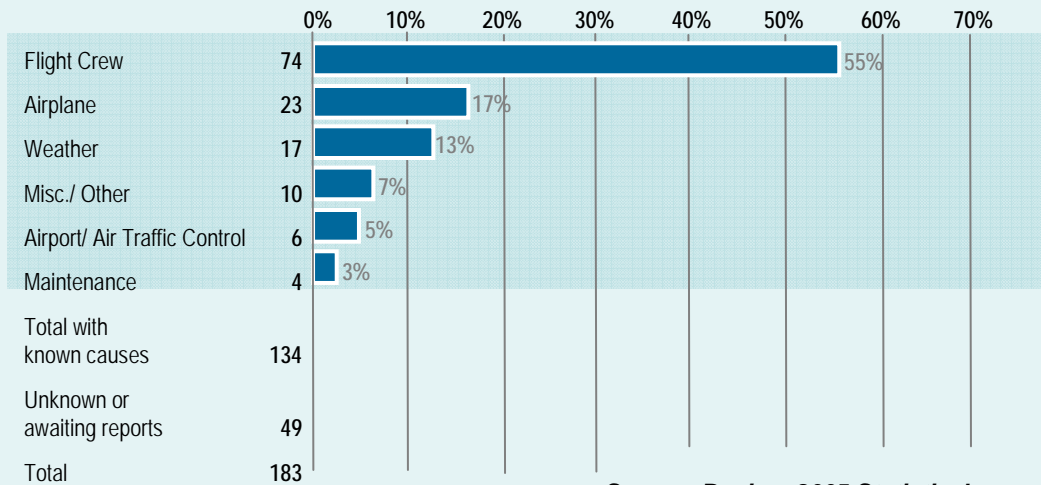
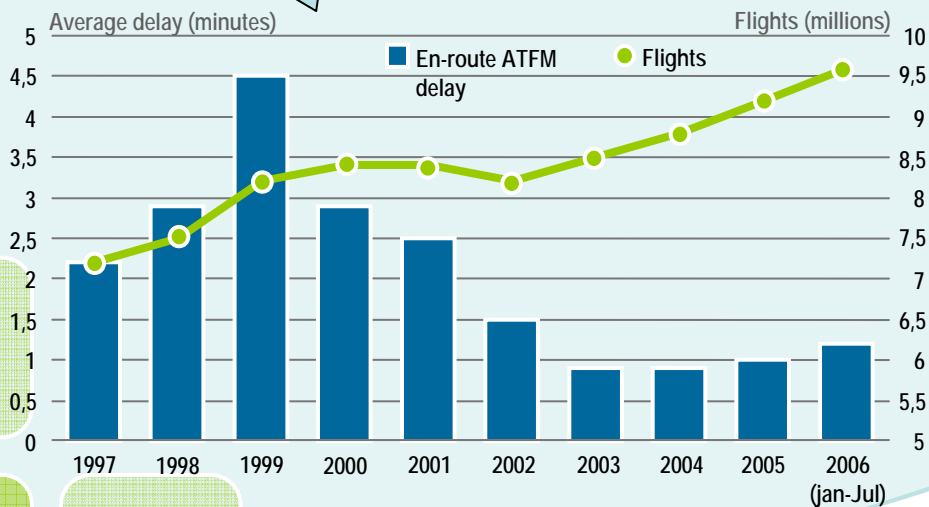
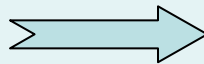
SAAM: 22/09/2006

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Current Performance of Air Traffic Management in Europe

Good performance, in a context of traffic growth:

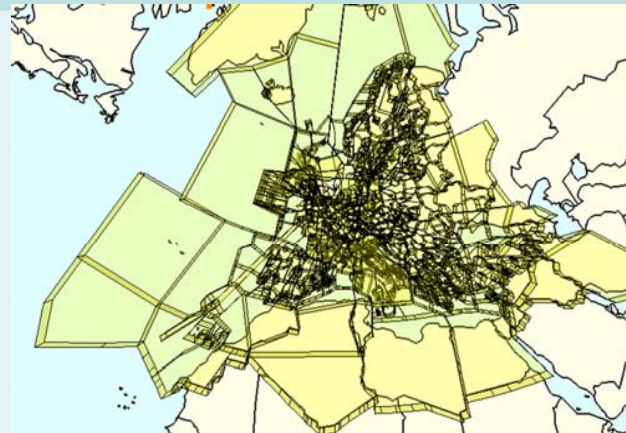
- **Safety ensured**
- **Delays reined in**



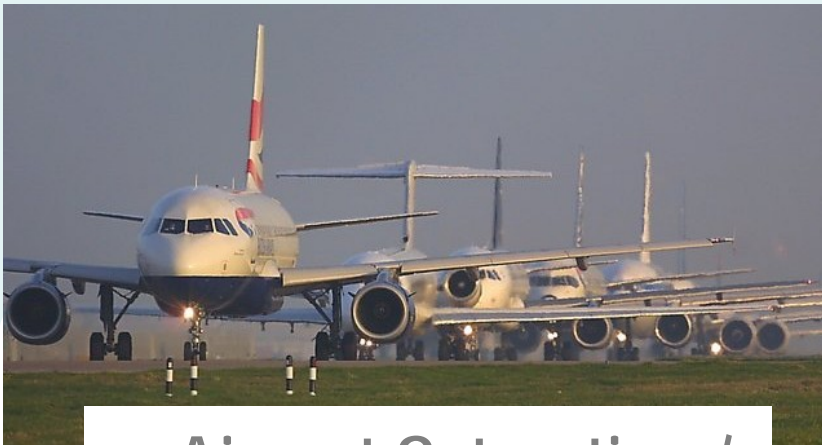
Source: Boeing, 2005 Statistical Summary
Hull Loss Accidents by Primary Cause



Constraints to Growth



Capacity Gap / Sector Splitting Limit



Airport Saturation /
Environment



Safety Risk



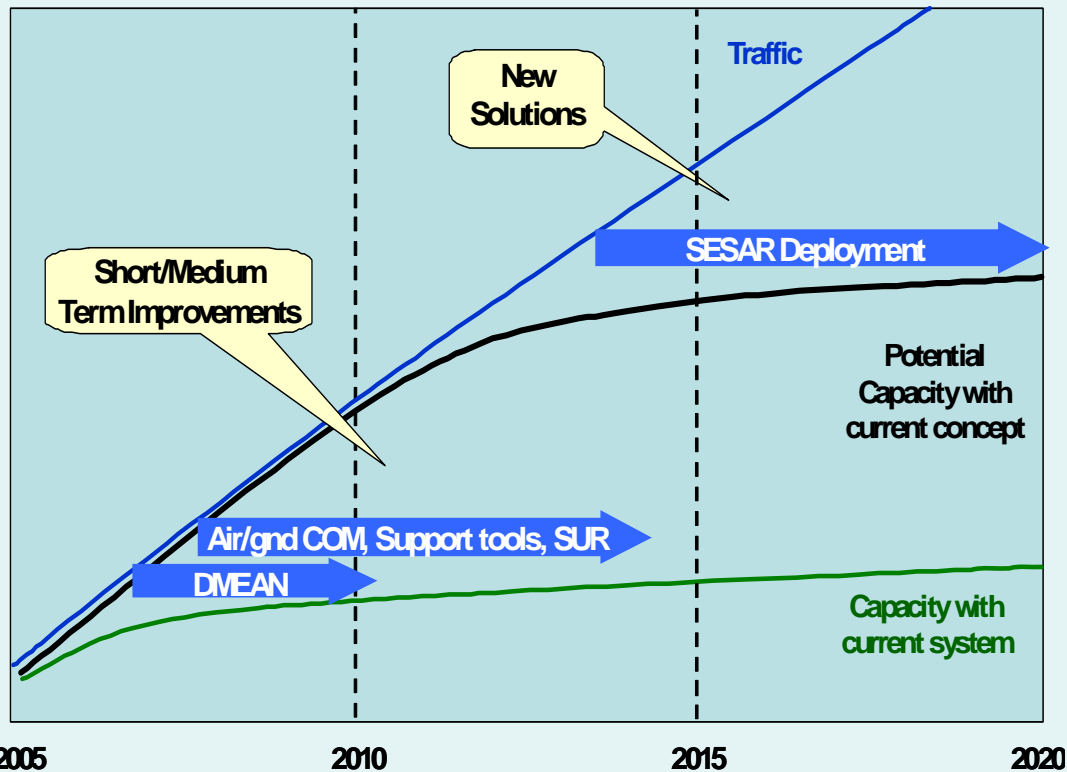
Maintaining and improving Safety

European Safety Plan for ATM (ESP)

- European Safety Legislation/Regulation
- Incident Reporting and Data Sharing, Just Culture
- Safety Management Enhancement
- Reduce risk of runway incursions, level busts & comms errors
- Increased level of safety maturity for both ANSPs and REGs



Current and Future Development



SHORT & MEDIUM TERM

- European Safety Programme
- Improvements based on current technology (DMEAN)

LONG TERM

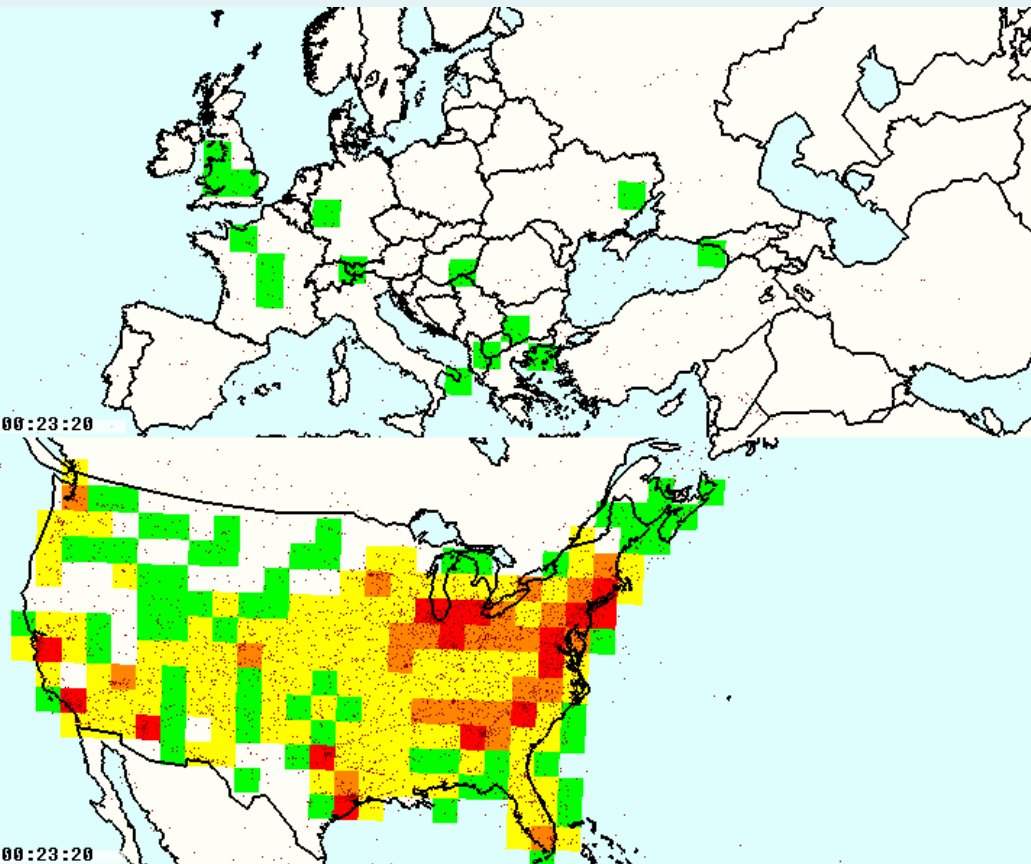
- SESAR

US / Europe differences & similarities

EUROCONTROL SHHM

Aircraft: 0710 Clock: 00:23:20
Eurocontrol SAHM

Aircraft: 5178 Clock: 00:23:20



10.8 M km²

9.2 M flights

826 km/flight

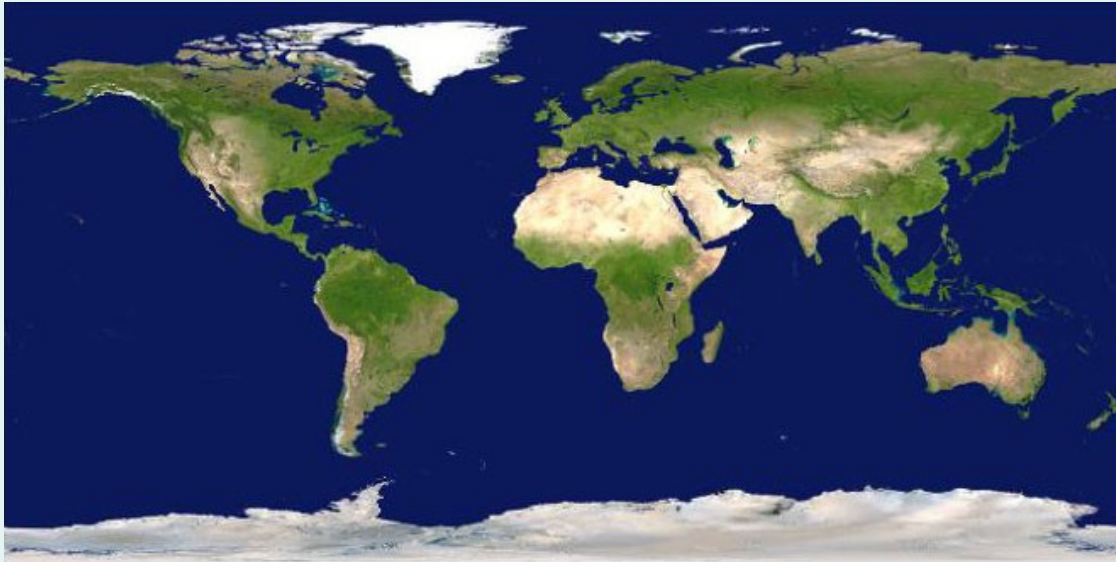
13.8 M km²

19.2 M flights

1350 km/flight

Global Interoperability

- Transatlantic and global cohesion is a must



Conclusion

- Human Factors



- Physical restrictions



- Societal / environment

