Euromed Civil Aviation II project

Final event on GNSS for aviation

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EUROMED AVIATION II PROGRAM
Terms of Reference

Overall objective

3-Year programme supporting implementation of:
• The Euro Mediterranean Common Aviation Area (EMCAA) Road Map;
• The detailed National Road Maps (adopted Aviation Working Group - December 2009);

Specific results to be achieved

• Progress in regulatory approximation towards EU aviation acquis;
• Effective implementation of Road Map actions;
• Progress in five specific domains: Market access, ATM, Safety, Security & Environment;
**EUROMED AVIATION II PROGRAM**

The Consultant

**Consortium** made up of five partners:

- Bureau Veritas SA, France (prime contractor)
- INTEGRA AS,
- SENASA S.A., Spain
- Capital Consulting, Morocco
- Advanced Logistics Group, Spain

**Experts:**

- Nicolas Zvéguintzoff: Key expert 1 - Economic regulation;
- Gilles Fartek: Key expert 1 Air Traffic Management (ATM);
- Additional support by short term experts from partners;

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Specific objectives per domain

- **Market**: further promote liberalization of air transport market and gradual removal of competition distortive measures;

- **Safety**: for countries not participating in EASA managed MASC initiative, further promote EU safety *acquis* and standards;

- **Security**: Enhance security awareness and implementation of effective measures to ensure this;

- **Environmental protection**: stimulate awareness of air transport stakeholders to environmental issues;

- **Air Traffic Management (ATM)**:
  - foster legislative harmonization with the SES *acquis* and build up of National Supervisory Authorities (NSA);
  - Enhance participation to regional initiatives (AEFMP, BlueMed) and participation to pan-European functions;

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Air Traffic Management (ATM)

Within EUROMED Aviation II

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EUROMED objectives for ATM activities

- Support **approximation** with Single European Sky (SES) relevant regulations;
- Adapt the support to each Beneficiary requirements, in particular for those having already bilateral agreements with EU;
- Support **capacity building** of National Supervisory Authorities (NSA):
  - Elaboration of relevant legal provisions and structures;
  - Support separation, at least functional, between Regulator and air navigation service providers (ANSP);
  - Knowledge transfer regarding obligations and tasks of NSA;
  - Provision of specific fit-sized documentation (NSA Handbook) or support to enhancement;
  - Support the elaboration of relevant legislative materials;
- Maximise **civil-military cooperation** and coordination;
- Support ANSP preparation for their **certification**;
- Maximise **harmonisation** between beneficiaries;

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Typology of ATM Activities performed

ATM Project organised around six Work Packages:

- ATM 501 Support for SES regulation transposition;
- ATM 502 NSA Capacity Building;
- ATM 503 Support for ANS certification;
- ATM 504 Support for ATM safety oversight;
- ATM 505 Enhancing FAB cooperation;
- ATM 506 Support for the application of FUA;

Whenever possible, activities conducted in coordination or complement with other programmes and initiatives (i.e. AEFMP, BlueMed, MEDUSA) or with EU & non-EU CAAs: avoid duplication of efforts and ensure best use of resources available.

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Specific Methodology for ATM Support

• **Limited number of workshops**: privilege given to on-site assistance vs seminars;

• **Training** and assistance replicated but *fit-sized* to each Beneficiary;

• **Training** organised in Beneficiary Countries to ensure *maximum participation* of national staff;

• Systematic invitation of **military**;

• Participation of **other Countries** when relevant;

• Training provided on site to **all categories of ATM stakeholders** to favour mutual understanding and networking;

• Priority given to **support to certification** and support to implementation of key elements (COM DATA, safety oversight, FUA, SMS, …);

• Adaptation of support and training to **national specificities and needs**;

• Development and provision of **specific documentation** and identification of relevant **best practices & means of compliance** matching national needs;
501 - Support for SES transposition

Objective

- Facilitate transposition of SES legislation into national law;

Activities

- Preparatory work off-site with ATM experts;
- Quality check of transposed legal acts or drafts, issuance of recommendations, facilitation of exchange of documents between Beneficiaries (harmonisation);
- On-site assistance;
- NSA Technical and regulatory training;
ATM 502 – National Supervisory Authority (NSA) Capacity Building

Objectives

• Support setting up of independent, well established and well staffed NSAs;
• Knowledge transfer to NSA staff where required;
• Facilitate adaptation of documentation and means of compliance to national requirement (NSA Handbook and procedures);
• Prepare Separation between Regulator and ANSP;

Activities

• Mainly on-site assistance with off-site preparation;
• Training on ATM Safety oversight;
• Training course ANS/ATM auditors;
• On-site support related to Implementation of certification requirements;

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ATM 503 - ANSP Certification

Main objective:

• support the establishment and implementation of an effective ANS certification system consistent with the SES legislation.

Specific objectives:

• Support introduction of an effective certification system by NSAs of the ANSPs (ATS, AIS, MET, CNS) in line with SES legislation;
• Foster ATCO training and licensing framework implementation, consistent with EU requirements;
• Support air navigation service provider in achieving compliance with the SES common requirements for ANS, including establishment of consistent safety and quality management systems;

Training of all civil and military stakeholders concerned by ANSP Certification process at national level:

• National Supervisory Authorities (NSA);
• Air navigation service providers (ATS, AIS, MET, CNS);
• military authorities;
ATM 504 - Safety oversight

**General objective:**

- Improve quality and effectiveness of ATM safety oversight, while fostering convergence with SES requirements.

**Specific objectives:**

- Support competent NSAs in establishing and applying ATM safety oversight procedures and method consistent with EU requirements, including safety regulatory audits, reviews, oversight reports and the safety oversight of changes;

- Enhance the knowledge and competencies of national ANS safety oversight personnel (safety auditors).
ATM 505 Enhancing FAB cooperation and network management

Areas covered:

- Establish pre-requisites to FAB cooperation:
  - Optimize airspace sectorisation and air route network;
  - Fulfill ATM interoperability requirements (COM DATA Training, Interoperability workshop);
- Implement SES charging scheme for air navigation services (punctual);
- Facilitate association of EUROMED Beneficiaries in network management and pan-European functions (workshop in cooperation with Italy);
- Facilitate participation of EUROMED Beneficiaries in ongoing Functional Airspace Block initiatives;

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ATM 506 - Maximise civil-military cooperation and FUA implementation

• Dedicated support to States in order to integrate FUA concept and converge with Reg. 2150/2005;

• Maximisation of national civil-military cooperation within their national legislation, including establishment of formal arrangements;

• Information of military authorities during on-site support activities and involvement when relevant of military authorities/experts;
# ATM Activities conducted on-site (2013 & 2014)

<table>
<thead>
<tr>
<th>Country</th>
<th>Training</th>
<th>Dates</th>
<th>Participants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lebanon</td>
<td>SES knowledge transfer</td>
<td>April 2013 in Beirut</td>
<td>15 participants</td>
</tr>
<tr>
<td>Jordan</td>
<td>ANSP Certification Phase 1 (theory)</td>
<td>June 2013 in Amman</td>
<td>17 participants;</td>
</tr>
<tr>
<td></td>
<td>On-site training Safety oversight Phase 1 (theory)</td>
<td>October 2013 in Amman</td>
<td>18 participants</td>
</tr>
<tr>
<td>Tunisia</td>
<td>ANSP Certification Phase 1 (theory)</td>
<td>10 to 11 December 2013 in Tunis</td>
<td>20 Participants</td>
</tr>
<tr>
<td></td>
<td>ANSP Certification Phase 2 (implementation)</td>
<td>20 to 24 January 2014 in Tunis</td>
<td>8 Participants</td>
</tr>
<tr>
<td>Morocco</td>
<td>ANSP Certification Phase 1 (theory)</td>
<td>18 to 20 February 2013 in Rabat</td>
<td>16 participants</td>
</tr>
<tr>
<td></td>
<td>COM DATA training</td>
<td>11 to 14 March 2014 in Rabat</td>
<td>15 participants</td>
</tr>
<tr>
<td>Egypt</td>
<td>ANSP Certification Phase 1 (theory)</td>
<td>20 to 22 May 2014 in Cairo</td>
<td>32 participants</td>
</tr>
<tr>
<td></td>
<td>COM DATA training</td>
<td>27 to 29 April 2014 in Cairo</td>
<td>36 participants</td>
</tr>
<tr>
<td>All Beneficiaries</td>
<td>Interoperability Seminar</td>
<td>4 and 5 March in Madrid</td>
<td>38 participants</td>
</tr>
</tbody>
</table>

+ Dedicated on-site support activities in Lebanon, Jordan and Tunisia;

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Example: ANSP Certification as a catalyser

Common Requirements for the provision of air navigation services (Regulation 1035/2011):

1. Technical and operational competence and capability;
2. Organisational structure and management;
3. Safety and quality management;
4. Security;
5. Human resources;
6. Financial strength;
7. Liability and insurance cover;
8. Quality of services;
9. Reporting requirements;
ATM Activities to be conducted in 2014

- ANSP Certification Phase 1 and 2;
- Safety Oversight Phase 1 and 2;
- Search And Rescue (SAR) support and training (ENAC Toulouse Nov. 2014);
- COM DATA Training;
- Workshop on Network Management and pan-European functions (Autumn 2014);
- Workshop on ATCO Training and Licensing;
- Airspace design, management and planning;
- SMS implementation;
- Contingency planning;
Conclusions (1/2)

• Many activities conducted despite a constrained budget (on-site support is cost-efficient);
• Active participation of all national stakeholders is essential to build confidence and mutual understanding;
• On-site support highly beneficial for beneficiaries:
  - On-site training maximize knowledge transfer;
  - Direct dialogue with expert enables appropriate transfer of know-how;
  - Visit support adequately staff: flexibility must allow to answer beneficiaries’ specific needs even not specifically on track with Program;
  - Beneficiaries can ask for specific training (within EUROMED scope and budget);
  - Regulatory convergence plan must be agreed with each beneficiary;

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Conclusions (2/2)

- Various levels of convergence, know-how and Agreements impose fit-sized support for each beneficiary;
- Cross use of best practices and legal material should speed up the various processes of capacity building and maximize approximation;
- Cooperation with other Programs and initiatives is essential to guarantee interoperability and interfaces, in particular with EU network;
- Cooperation already engaged with MEDUSA for the ATM domain (Certification) shall be maintained in order to ensure coherence of respective actions and when relevant support the necessary developments;

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Thank you for your attention

Questions?