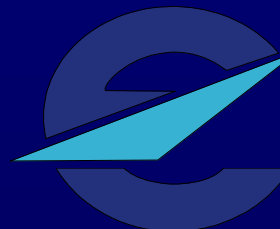


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CEATS
an opportunity ...

Guido Kerkhofs
Director and Programme Manager CEATS



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The Future ...

The Future is not some place we are going to ...

The Future is something that we are creating ...

« The future is not completely defined and so it should not be treated as some place we are travelling to. The future is something that will be shaped by what we do (or choose not to do). I am not trying to imply that we can choose all the circumstances of the future but I am convinced that we can shape the future by participating in changes »



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Introduction

- ❑ The context
- ❑ Traffic forecast 2000 - 2020
- ❑ CEATS Agreement
- ❑ Role of the States
- ❑ Role of the Air Navigation Service Providers
- ❑ Progress Report
- ❑ Contact us



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■ The Context

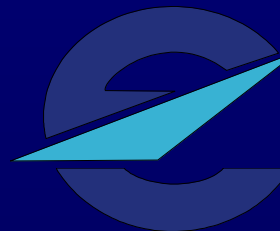
- Europe's ATM2000+ Strategy
- The Single European Sky



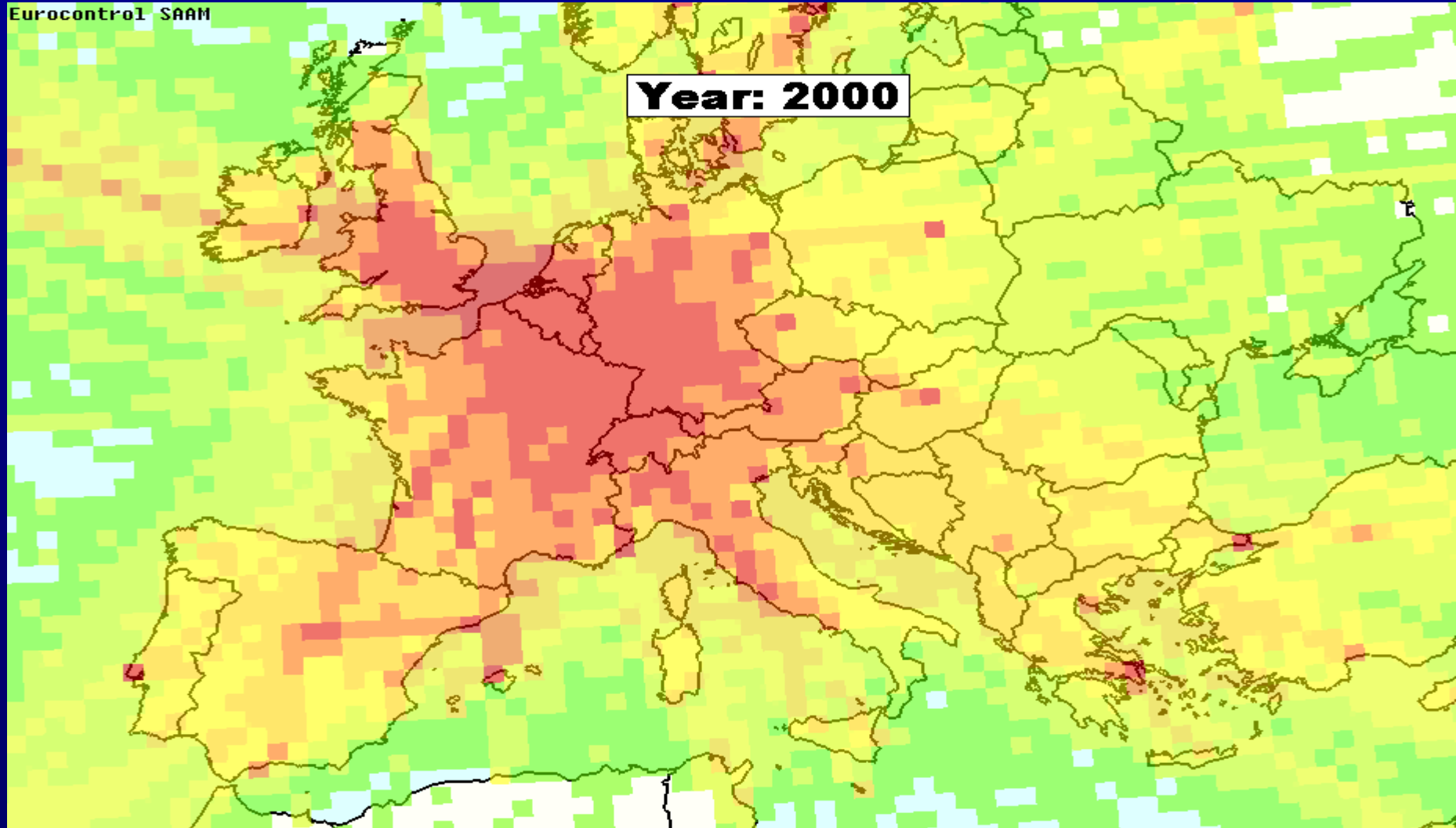
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Traffic Forecast

- **2000 – 2020 for the core area of Europe**
 - Year 2000 – 8 million flights
 - Year 2020 – 16 million flights
- ... but extending eastwards**



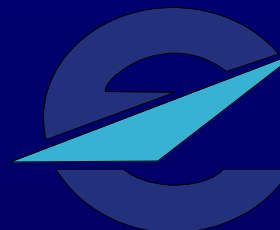
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■ CEATS Agreement

- Between the **EUROCONTROL Organisation** and **8 States**
- **EUROCONTROL Organisation** entrusted with the provision and the operation of en-route air traffic facilities and services



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■ Role of the States

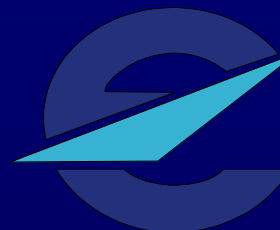
- **National Contracting Parties** retain their competencies and obligations in respect of aeronautical regulations, rule-making, airspace organisation
- **National Contracting Parties** ensure maximum compatibility between the services provided by the CEATS Centre and by the National Contracting Parties in the airspace under their control
- **Full partner** in oversight of CEATS implementation and operation



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■ **Role of the Air Navigation Service Providers**

- ❑ **Key role** of the harmonisation and convergence of the national plans (investments & developments) for the implementation of the CUAC
- ❑ **Active support** of the CUAC implementation activities
- ❑ **Intensive collaboration** between the ANSPs in the CEATS region in the planning of the operation of the UAC
- ❑ **Strategic plans** of the service providers of the CEATS region should remain properly aligned to the ECAC ATM Strategy for the years 2000+
- ❑ **Harmonisation** of processes in the lower airspace and consistence with the upper airspace
- ❑ **Institutional model** Revised Convention **Article 2.5** solution



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Progress report on CEATS

■ Institutional

- Ratification process (Slovakia, Hungary, the Czech Republic and Austria)

■ Building

- Fischamend – at Vienna Airport Business Park
Location
- Draft site agreement with Austria
- BURG Group
- IBUR Document – November 2003

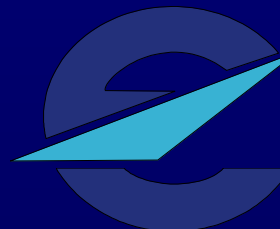


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Progress report on CEATS

■ Operational

- Operational Concept Document (**OCD**)
- Operational Requirement Document (**ORD**)
 - **CEATS HMI** Operational Requirement end 2003
- Airspace Plan – **ongoing**
- Capacity Planning – **2004 - 2009**
- Airspace sectorisation – **driven by operational need**
- Civil / military
 - **Heterogeneity**
 - **Flexible Use of Airspace**
 - **Civil / military concept**



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Progress report on CEATS

■ Engineering

- Architecture – regional operation
- Functional and Technical Specification
- Existing infrastructure

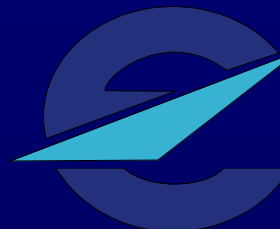


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Progress report on CEATS

■ Human Resources

- « Controllers moving with airspace »
- Priority for ATCOs of the CEATS States
- Quotas
 - The ATCOs' number will be defined on the basis of the number of sectors covering the national airspace in the CUAC
- Other categories of staff: priority principle for staff of CEATS States

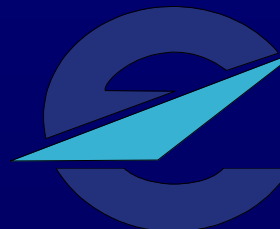


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Progress report on CEATS

■ Licencing

- **ESARR 5** should be implemented in Europe in November 2003
- **CUAC Licence** will be in harmony with the European Licence
- Manual for **European licence** will be based on EUROCONTROL material



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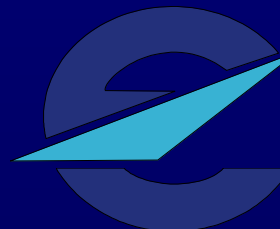
Progress report on CEATS

■ Training

- Training the Trainers programme
 - Harmonisation of knowledge & experience
 - EATMP compliant
 - CEATS States/ANSPs best practices

■ Concept

■ Plan



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Progress report on CEATS

■ Conditions of employment

- Model on the basis that the CEATS UAC is a EUROCONTROL unit
- MUAC model



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The role of the partners in communication

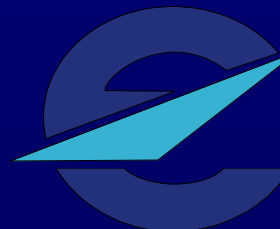
The mandate of ...

- EUROCONTROL

- ANSPs

The result ...

- Information to be cascaded to members in both ways

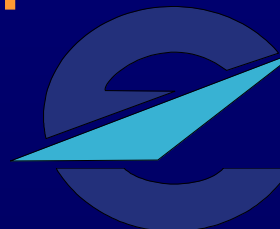


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Communication

EUROCONTROL intensifies communication on CEATS ...

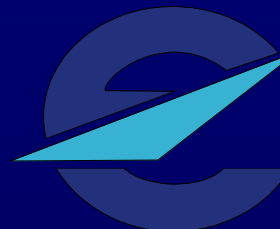
- **Via International Association or Unions**
- **Structured way to discuss results and ways ahead**
- **Open door policy**
- **To communicate on different forums on CEATS by EUROCONTROL**



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Already achieved results ...

- **Continous communication**
- **Focal points at both levels**
 - IFATCA
 - ETF
 - ATCEUC
- **Updated www.eurocontrol.int/ceats/ceatsnews**



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Ways to Success

The CEATS Programme can only be successful to the satisfaction of all concerned ...

Information
Communication



Clarification
Discussion



Negotiation
Do it together



And ...



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Do not wait, contact us ... for

■ Information

www.eurocontrol.int/ceats/ceatsnews

■ Any questions or concerns

Use any of those communication channels have already been established

■ Clarifications

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