



GANP: Innovation & Best Practices

The European experience in building
a Regional Cooperation approach to GANP

Luc Tytgat
Director Pan-European Single Sky
EUROCONTROL

Air Transport – Air Navigation – in Europe

A VERY COMPLEX ENVIRONMENT:

- **INSTITUTIONALLY**
- **OPERATIONALLY**



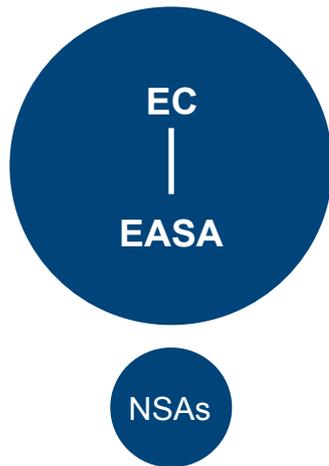
- 40 EUROCONTROL Member States, typically each with its own ANSP
- Approximately 65 Area Control Centres (ACC)
- Over 600 sectors when at full capacity
- Approx. 17,000 Air Traffic Controllers
- Approx. 36,000 other staff

Total Employees 53,000
Total revenue B€8.2/year

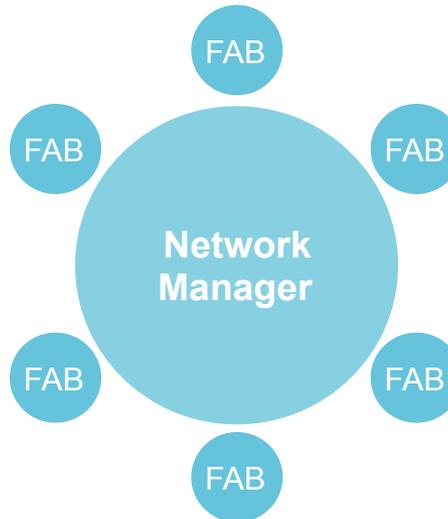
Institutional complexity too...

Institutional architecture & allocation of roles

Regulate



Operate/Coordinate



Research



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)

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 synchronise specific implementations that are part of and aligned with the GANP

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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



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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