

# Athens International Airport

## EU Airports & ANS Providers: An evolving relationship

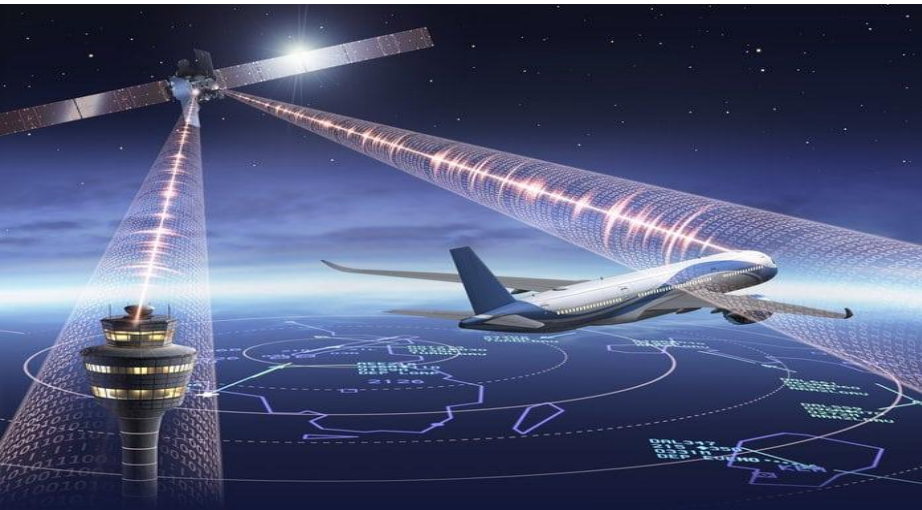
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## The Definition

Air Navigation Services are *“provided to air traffic during all phases of operations including air traffic management, communication, navigation and surveillance, meteorological services for air navigation, search and rescue and aeronautical information services.”* (Definition used by **Eurocontrol** based on **ICAO** docs 9082 9734 9161. Similar wording under Article 2(4) of Regulation (EC) No 549/2004 laying down the framework for the creation of the Single European Sky.)



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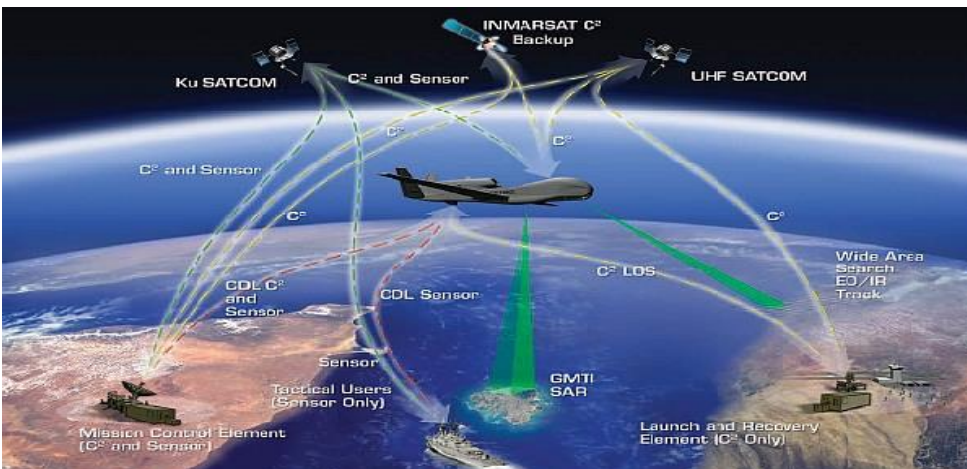
This term includes:

- Air traffic management (ATM), which pursuant to ICAO is "*the aggregation of the airborne functions and ground-based functions (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of aircraft during all phases of operations.*" (ICAO Doc 9161)
- Communications, navigation and surveillance systems (CNS),



- Meteorological services for air navigation (MET),
- Search and rescue (S&R) and
- Aeronautical information services (AIS).

All the above services are provided to air traffic during all phases of operations  
(i.e. approach, aerodrome and en-route).





# The Challenge:

To safely and effectively perform and manage the critically increase air traffic in the next 15 years in Europe.

## Some data:

- By 2040 air traffic in the EU is expected to grow up to 16 million flights or 8% pursuant to the moderate, most likely scenario (Source: **Eurocontrol**: European Aviation in 2040 Challenges of Growth)
- 111 airports plan a total capacity expansion of 16% increase or 4 million more runway movements while the 20 top airports plan of a growth of 28% or 2.4 million runway movements (Source: **Eurocontrol**: European Aviation in 2040 Challenges of Growth)



## However:

- In 2040 will be 1,5 m million flights not having the ability to be accommodated or 160 million passengers without flying. (Source: **Eurocontrol**: European Aviation in 2040 Challenges of Growth)
- Near capacity operating airports from 6 during summer of 2016 shall increase to 16 in 2040.
- Delays will jump from 12 to 20 minutes in 2040.
- 470.000 (instead of 50,000 today) passengers most likely will experience a delay of 1-2 hours.



## In addition:

- Unmanned Aerial Systems (drones) with unimaginably wide future use putting more pressure to airspaces used for commercial and military purposes
- ATS disruptions
- Climate change affecting infrastructure and operations



## Addressing the challenges

Air Navigation Services concept to reform based on key parameters of the Single European Sky (SES I & II policy initiatives):

- Organization and use of airspace functional blocks of airspace
- Joint management of airspace
- Interoperability of European ATC network
- Network Integration (airports, ANSP, airlines)
- Network Manager





## Addressing the challenges:

1. Full implementation of the Single European Sky
  - Full adherence to the Network Operations Plans (Reg.677/2011)
  - Consolidation with Airport Operations Plan



## Addressing the challenges:

2. Establishment of a contractual link between airport operators and ANSP's based on the principle of collaboration, commonly agreed targets and sharing of information.



## Addressing the challenges:

### 3. Incentivizing airport infrastructure projects

- revisit 2014 Guidelines on State-aid
- reform slot allocation concept so as to improve the information flow between slot coordinators, airports, airlines, and ANSP and facilitating better reactions to disruptions (example weather conditions or other events).
- clear rules on airport investment aiming to address capacity issues, not subject to delaying or vague procedures.
- link of infrastructure projects with ANSP targets.



## Addressing the challenges:

### 4. Modernization of ATM concepts

- technology investments
- coordination for adequate staffing and resources
- choosing appropriate form of legal structure  
(corporatization/commercialization/privatization)



## Addressing the challenges:

### 4. Modernization of ATM concepts

-Establishment of coordinated procedures at airports involving all stakeholders

- CDM implementation enabling communication and sharing information through interconnected systems
- Ground Coordinator ensuring consolidated operations of all actors either land side or airside with all information shared between local stakeholders and shared with the Network Manager (Eurocontrol).





## Addressing the challenges:

5. Embrace SESAR concepts by all stakeholders of the industry by allocating resources and investments serving collaborative operations and R&D in ATM



## Addressing the challenges:

### 6. Continuous cooperation of ICAO's global framework for:

- Global Air Navigation Plan (GANP) a rolling, 15-year strategic methodology "*which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives.*" (source: 2017 **Eurocontrol:** Monitoring report on ASBU implementation)



## Addressing the challenges:

- Aviation System Block Upgrade (ASBU) a global system's engineering approach, allowing States to advance their air navigation capacities pursuant to their own operational needs
- Ensuring interoperability within ICAO global system and harmonized implementation of ICAO Standards



