



Flight safety versus cost efficiency of air navigation services provision

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ROMATSA core activities

- Provision of air navigation services in Bucharest FIR
 - air traffic services provided by:
 - 16 TWR units
 - 3 APP units
 - 1 ACC unit
 - communication, navigation and air surveillance
 - meteorological services for air navigation
 - 16 MET Offices
 - 13 MET Self Briefing Offices
 - 1 MET Watch Center
 - aeronautical information services
 - 3 ATS Reporting Offices (ARO)
 - International NOTAM Office (NOF)
- Civil military coordination
- Search & Rescue coordination

Competence & Capability (1)

- ROMATSA is compliant with the Common requirements for the provision of ATM/ANS set in the EU/SES legislation - Reg. 1035/2011.
- ROMATSA is capable to provide ATM/ANS in a safe, efficient, continuous and sustainable manner.
- ROMATSA is consistent with any reasonable level of overall demand for a given airspace
- ROMATSA is maintaining adequate technical and operational capacity and expertise for providing ATM/ANS.
- Safety management system (SMS) in ROMATSA is **conform** compliant with applicable regulatory requirements (Reg. 1035/2011, Reg. 1034/2011, Reg. 550/2004 and Reg. 2018/1139. From 02.01.2020 Reg. 2017/373 will replace Reg. 1035/2011 and Reg. 1034/2011):
 - Risk Assessment of ATM/ANS System modifications;
 - Reporting and Investigation of Civil Aviation occurrences;
 - Safety Surveillance (internal audits and inspections as well as corrective measures following inspections / audits of NSA – Ro CAA).

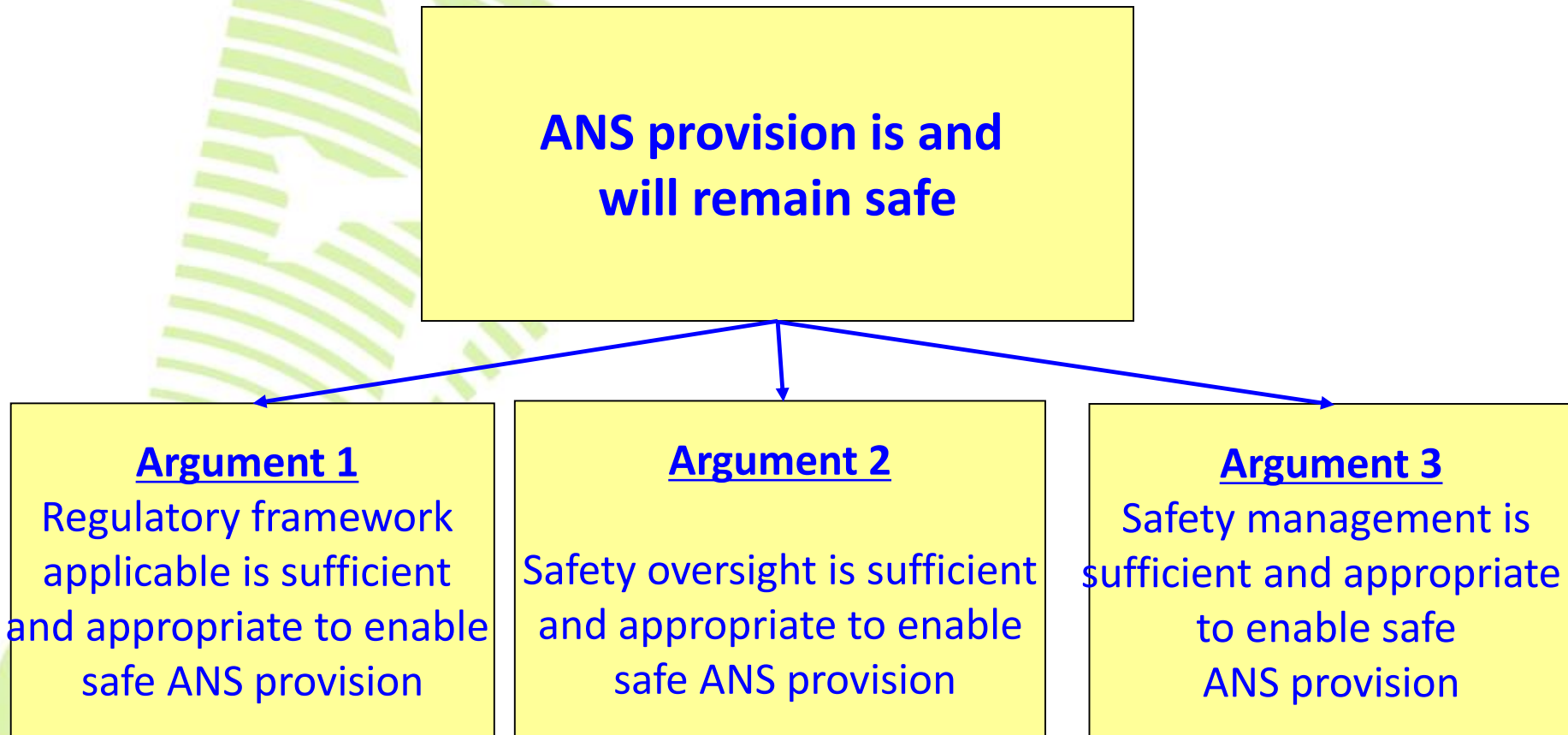
Competence & Capability (2)

- Continuous improvement of safety culture, including JUST CULTURE and safety management arrangements.
- Operations Manuals are developed and contain the instructions and information required by the operations personnel to perform their duties.
- ROMATSA have in place contingency plans for the provided air navigation services in the case of events which result in significant degradation or interruption of its operations.



Safety Argument

ROMATSA ARGUMENT



Performance Regulations

- European Commission stated the political vision and **key performance targets** for 2020 , which are to be achieved by the Single European Sky, and the SES ATM Research (SESAR) R&D Programme - as its technological pillar, are expected to enable the handling of twice the current European air traffic by 2020:
 - enable a threefold increase in ATM system **capacity**;
 - improve the **safety** performance by a factor of 10;
 - reduce by 10% the **environmental** impact per flight; and
 - **reduce the cost of ATM services provision to airspace users by 50 %.**
- Cost-efficiency is determined by revenues against determined costs of terminal air navigation services;
- Only ANS for Bucharest Airports are subject to comply with Reg. 390/2013, while for the rest of the other 14 airports there are no imposed performance targets.
- **En-route revenues can not be used to cover the costs of terminal services (cross subsidies).**

Investments to support terminal operations (1)

Wind shear detection system at AIHCB (LIDAR)	10.571.536Ron	dec. 2019
Equipping of control tower at Bacau Airport	3.064.247Ron	iul. 2018
Equipping of building annex at CDZ Constanta	1.403.639Ron	dec. 2018
Concrete Platforms at EC1, EC2 and VHF Reception Center at AIHCB	963.715Ron	dec. 2019
Installation of ROMAWOS weather sensors for Cat. II RWY 27 at Craiova Airport	1.001.710Ron	dec. 2018
Installation of ILS/DME equip. at CK site	3.024.746Ron	dec. 2018
Replacement of ILS/DME 08L equip. at LROP site	3.277.830Ron	dec. 2018
Equipping of new control tower at Suceava Airport	1.931.390Ron	dec. 2019
Equipping of the platform with meteorological instruments at Craiova Airport	236.761Ron	dec. 2018
Modernisation of APP Arad	3.076.840Ron	dec.2018

Investments to support terminal operations (2)

Modernisation of APP Constanta	2.356.650Ron	dec. 2018
Integrated AIS computerized system (for ADQ provision, mapping, procedures, and e-AIP)	11.490.800Ron	dec.2020
Upgrade of AMHS/CIDIN/AFTN system	2.650.800Ron	dec. 2018
Vocal recording systems at DSNA Craiova and Arad Airport	501.063Ron	dec.2018
Radio stations compatible VoIP and 8.33 kHz	5.700.000Ron	dec. 2018
VCSS systems at CV, BS, TL,BC,OD, AR, CL	3.750.000Ron	dec. 2018
Implementation of INEA DME/PBN agreement	11.031.168Ron	dec. 2020
Modernization of the TWR TR, OD	2.002.803Ron	dec. 2018

Airports where traffic ensures a break-even between revenues and costs

- Bucharest Otopeni; Cluj Napoca; Timisoara; Iasi

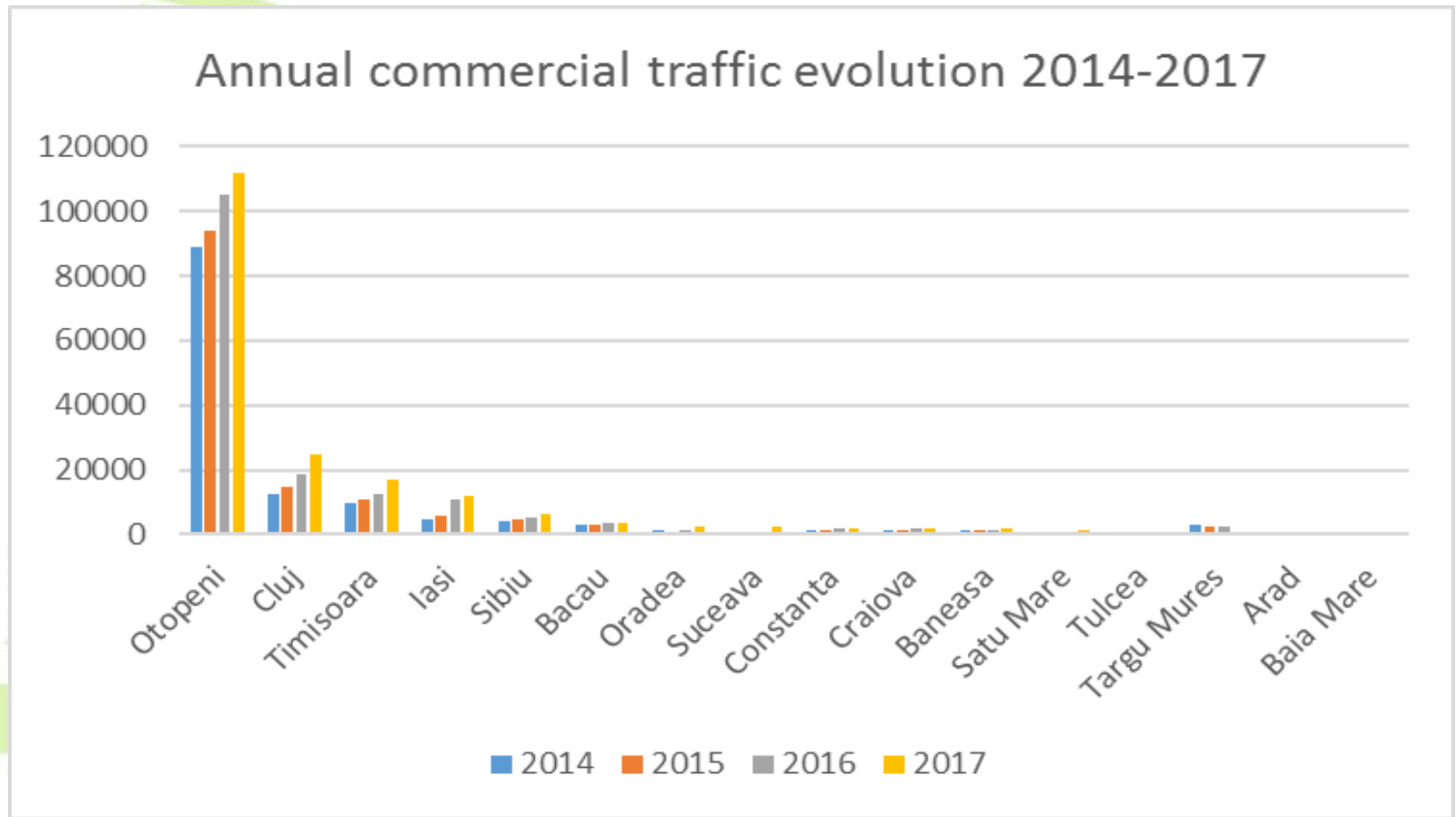


Airports where traffic is too low to cover the costs

- Baneasa
- Tulcea
- Constanta
- Craiova
- Sibiu
- Tg. Mures
- Oradea
- Satu Mare
- Baia Mare
- Suceava
- Bacau
- Arad



Commercial traffic per airport



Lessons learned from Reg. 139/2014 application

- 12 Agreements already signed regarding air navigation services provision by ROMATSA
- Common procedures should be reduced only to those which details/establish the way coordination between airport and ANSP is performed
- Airport Procedures signed also by ROMATSA have to be accepted by AACR based all a Risk Assessment Report. There is a need to optimise/align the existing Regulations for acceptance/approvement of common procedures between airports and ANSP
- Working arrangements to simplify the process for the developing of common procedures

What could be done?

- **all challenges must be approached in a very constructive manner developing a strong collaborative environment among all actors involved in air transport industry:**
 - **the program of operations to be set in accordance with the real needs (for ROMATSA is mandatory to control the planned IFR traffic!);**
 - **all costs to be covered on contractual bases**



Questions?

Thank you