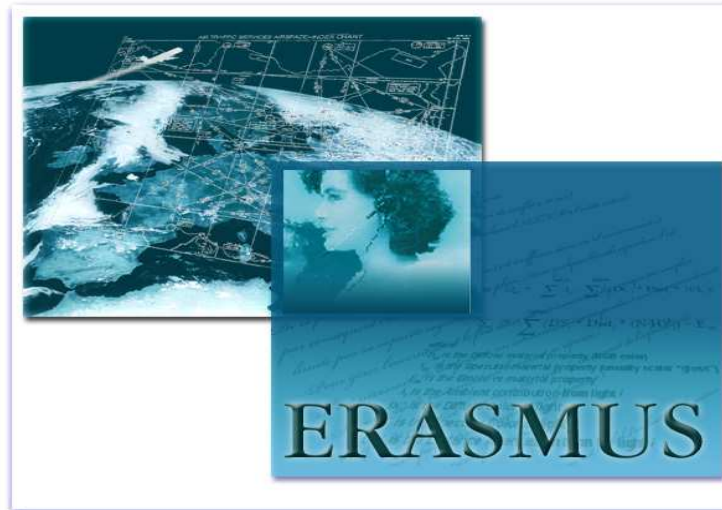




ERASMUS Project
Extracted from « Exploitation & Dissemination Plan “- V 1.2
1st. Users Forum

PRIORITY 4 - AERONAUTICS AND SPACE



1st. Users Forum

September 2006

***Extract of “Project Exploitation & dissemination Plan”
(PEDP)***

<i>Project acronym:</i>	<i>ERASMUS</i>
<i>Project full title:</i>	<i>En Route Air Traffic Soft Management Ultimate System</i>
<i>Proposal/Contract no.:</i>	<i>TREN/06/FP6AE/S07.58518/518276</i>
<i>Project deliverable</i>	<i>D0.3.1</i>

This project has been carried out under a contract awarded by the European Commission



The User Forum

This forum is a great opportunity for you to learn about proposals to improve European Air Transport System efficiency. This forum is intended to be a highly interactive event with a focus on obtaining direct feedback from airspaces users, air navigation services providers, professional associations and industry on the concept of operations proposed by the project team and informed on current results.

The forum will also be an opportunity to take a wider view and look at how ERASMUS fits within ongoing and future ATM research and implementation initiatives in Europe, including SESAR and the Single European Sky implementation

AGENDA

- Friday, the 15th of September -2006

09:30 – 10:00	Registration & welcome coffee
10:00 - 10:45	Welcome ERASMUS User Group Objective ERASMUS Project presentation
10:45 – 11:00	Coffee Break
11:00 – 13:00	ERASMUS Validation Methodology & Process (EURO) KPA, Performance Objectives (EURO) Problem & Solutions, Hypothesis & Research Questions (EURO)
13:00 – 14:00	Lunch
14:00 – 15:00	ERASMUS Operational concept (DSNA) ERASMUS Services (DSNA) Applications & Modus Operandi (DSNA) ERASMUS concept Enablers (FMS, 4D, D/L) (Honeywell)
15:00 – 15:30	Coffee Break
15:30 – 16:30	Stakeholders views Closing discussion
16:30	End of day



List of attendees

54 people attended the 1st ERASMUS Users Forum:

Name	Company	email
Laurent Renou	Air France	
Franck Debouck	Air France Consulting - France	frdebouck@airfrance.fr
Ion Berechet	Air France Consulting - SISPIA - France	ion.berechet@sispia.fr
Patrick Lelievre	Airbus - France	patrick.p.lelievre@airbus.com
Joël Cariou	ATCEUC - France	jo.cariou@wanadoo.fr
Trevett Alec	CAA - UK	Alec.Trevett@srg.caa.co.uk
Thomas Bierwagen	D.F.S. - Germany	Thomas.Bierwagen@dfs.de
GerwinVogel	DFS - Germany	Gerwin.Vogel@dfs.de
Patrick Dujardin	DSNA DTI - France	pduj@cena.fr
Dominique Colin de Verdere	DSNA/DIR - France	dominique.colin-de-verdiere@aviation-civile.gouv.fr
Morten Jensen	EC - DG TREN - ERASMUS Project Officer	Morten.Jensen@cec.eu.int
Sonia Abdesslem	ERASMUS - Consultante	sonia.abd@free.fr
Marc Brochard	ERASMUS Project Coordinator	marc.brochard@eurocontrol.int
Christine Fassert	ERASMUS Project Officer - Technical expert	christine.fassert@wanadoo.fr
Jean-Louis Garcia	ERASMUS WP2 manager	jl Garcia@cena.fr
Gilles Gawinowski	ERASMUS WP4 manager	gilles.gawinowski@eurocontrol.int
Massimo Bernacconi	EUROCONTROL CSPDU - Czech Republic	Massimo.BERNACCONI@eurocontrol.int
Carlos Garcia Avello	EUROCONTROL DAS - Belgium	carlos.garcia-avello@eurocontrol.int
Ibrahim Bayraktutar	EUROCONTROL DAS - Belgium	ibrahim.bayraktutar@eurocontrol.int
Predrag Terzioski	EUROCONTROL DAS - Belgium	Predrag.TERZIOSKI@eurocontrol.int
Richard Farnworth	EUROCONTROL EEC - France	richard.farnworth@eurocontrol.int
Pierre Andribet	EUROCONTROL EEC - France	pierre.andribet@eurocontrol.int
Eric Hoffman	EUROCONTROL EEC - France	eric.hoffman@eurocontrol.int
Peter Martin	EUROCONTROL EEC - France	peter.martin@eurocontrol.int
Marco Gibellini	EUROCONTROL EEC - France	marco.gibellini@eurocontrol.int
Jean-Paul Zabka	EUROCONTROL EEC - France	jean-paul.zabka@eurocontrol.int
Roger Guerreau	EUROCONTROL EEC - France	roger.guerreau@eurocontrol.int
Marc Bisiaux	EUROCONTROL EEC - France	marc.bisiaux@eurocontrol.int
Alistair Jackson	EUROCONTROL EEC - France	alistair.jackson@eurocontrol.int



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Jean-Marie Leboutte	EUROCONTROL MUAC - Nederlands	jean-marie.leboutte@eurocontrol.int ;
Heinz Schmidt	European Low Fares Airlines Association	heinz.schmidt@hlx.com ;
Parthasarathy, Sanjay	Honeywell - US	sanjay.parthasarathy@honeywell.com ;
Wise, John A	Honeywell - US	John.A.Wise@honeywell.com ;
Rosa Weber	Honeywell - US	rosa.weber@honeywell.com ;
George Papageorgiou	Honeywell - US	george.papageorgiou@honeywell.com
Petr Cášek	Honeywell, Aerospace Brno - Czech Republic	petr.casek@honeywell.com ;
Michael Chytil	Honeywell, Aerospace Brno - Czech Republic	michael.chytil@honeywell.com ;
Pavel Kolčárek	Honeywell, Aerospace Brno - Czech Republic	pavel.kolcarek@honeywell.com ;
Petr Krupanský	Honeywell, Aerospace Brno - Czech Republic	petr.krupansky@honeywell.com ;
Vlasta Coufal	Honeywell, Aerospace Brno - Czech Republic	vlasta.coufal@honeywell.com
Rémy Fondacci	INRETS - France	remy.fondacci@inrets.fr ;
Sophie Constans	INRETS - France	sophie.constans@inrets.fr ;
Raymond Deleu	LVNL - Nederlands	r.deleu@lvnl.nl ;
Morgan Kevin J	NATS - UK	Kevin.MORGAN@nats.co.uk ;
Helene Lagorce	NeoSYS - France	helene.lagorce@neosys.fr ;
Blandine Lemaire	NeoSYS - France	blandine.lemaire@neosys.fr ;
Didier Dohy	NeoSYS - France	didier.dohy@neosys.fr
Bruno Lamiscarre	ONERA - France	Bruno.Lamiscarre@cert.fr ;
Luigi Iodice	SELEX - Italy	liodice@selex-si.com ;
Salvatore Carotenuto	SICTA - Italy	scarotenuto@sicta.it ;
Nicole Boudes	SOFREVIA - France	boudes@cena.fr ;
Lionel Bernard-Peyre	SOFREVIA - France	bernardpeyre@sofreavia.fr ;
Thomas Günther	Technical University of Dresden - Germany	guenther@ifl.tu-dresden.de ;
Andy Price	NATS - UK	Andy.Price@nats.co.uk ;



Minutes

First of all, the ERASMUS team would like to thank the partners who attended to the 1st ERASMUS Users Forum. This users forum was well attended (see the attendee list above) with a range of experts from EUROCONTROL, EC, ANSP, Airlines, Pilot, Aircraft manufacturer and ATM Industry.

The ERASMUS team briefly presented the ERASMUS concept, the validation method, the KPA, the human factor issues, the problem that ERASMUS try to solve, the hypothesis defined and enablers.

The floor was then given to the audience. In the lively discussion that followed, several issues were raised about:

- **KPA applicability?** Some slides were showing several KPA as not being a target for the project. This was a wrong statement and corrections were given. All KPA will be evaluated but ERASMUS will focus on few of them. Also, some KPA will be very difficult to assess.
- **What benefits the ANSP could get out of this concept?** The audience did not felt very well what benefits the ANSP could get out of the ERASMUS concept.
- **Is there rational to put full subliminal concept in the cockpit?** Lively discussion would tend to show that there is some reluctance from the pilot point of view to have full subliminal action in the cockpit. The advice was not to put subliminal in the cockpit.
- **Not clear about how reducing workload will provide more capacity?** Capacity is always a trade of between several parameters. ERASMUS concept is based on the observation that the Air Traffic controller, having a limited cognitive capacity, is a limiting factor in the overall ATM capacity. Therefore, ERASMUS proposes to reduce the ATCo workload in the same situation (same traffic level) as today, giving room to accommodate with extra traffic for tomorrow. Then, it is expected that the overall capacity would increase.
- **More focus should have given to the concept itself.** The agenda proposed was build over the E-OCVM method, but we do recognize that the ERASMUS project team put probably too much focus on the validation, KPA and Human Factor issues compared to the ERASMUS concept itself. For the next Users Forum, more emphasis will be put on the concept rather than on the method.
- **Limited time for discussion.** The agenda was heavy and we had to shorter some of the discussion to stick to the timing. **Therefore, we would invite all the participants to provide their feedback in writing due to the limited time there was for discussion.**