



SOLUTION 1:
IFAV in the upper
airspace

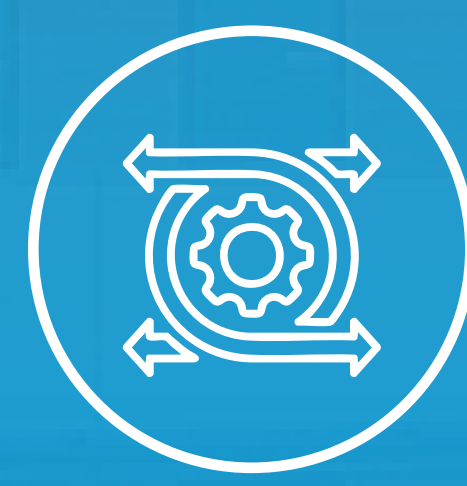


Solution 1 develops new strategies to reduce the effort required for Air Traffic Control Officers (ATCOs) to obtain and maintain unit endorsements on more sectors / sector groups than today in the En-route upper airspace.

The solution focuses on four key strategies:

- 1. **Supporting tools** to reduce mental strain in unfamiliar sectors;
- 2. **Smart Competency Monitoring and Minimum Competency Level Prediction**, predicting the required competencies for a more flexible rostering;
- 3. **Smart Sector Groupings** proposing more flexible unit endorsement sector groupings within a service unit;
- 4. **Common Unit Competence Scheme** Framework, establishing a Europe-wide methodology for currency requirements and ensuring safety levels while expanding the number of endorsed sectors for ATCOs.

By implementing these strategies, the solution supports the European ATM Master Plan Phase C and the Airspace Architecture Study objectives by:

-  • Enhancing operational flexibility;
-  • Improving capacity management;
-  • Maintaining safety and performance.

During 2025 Real Time Simulations, Shadow Mode Exercises and expert groups will provide evidence to achieve V3 maturity phase.

SOLUTION 2:
IFAV applied in a
Remote Tower Centre



Solution 2 investigates applying known flexible ATCO deployment principles and enablers in a remote tower centre, to reduce the effort needed per ATCO to get and stay endorsed on different small-size airports.

This will be achieved with **simplification** and/or **standardization**, and/or **new specific controller assistance systems** such as the one currently under development:

-  • Coordination support
-  • Emergency handling and emergency coordination support
-  • Advanced overlays for remote tower control
-  • Info/Briefing tools

After completing the on-the-job training using these new enablers, the ATCO might obtain either traditional individual endorsements for every trained airport, or an **airport cluster endorsement**.

This approach will be validated in a series of workshops with operational experts in 2025, with the goal to achieve V1 maturity. The implementation will reduce training costs and will increase ATCO productivity, while keeping an adequate level of aerodrome capacity, safety and human performance.

