

LARA Governance

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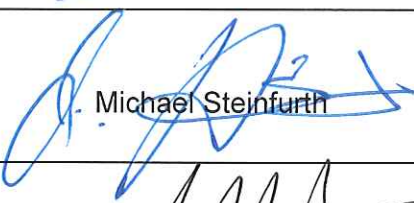


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Abstract This document describes the Local And sub-Regional ASM support system (LARA) governance.					

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The following table identifies all management authorities who have successively approved the present issue of this document.

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1.0	31/05/2012	Proposed released version	
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1 FRAMEWORK

1.1. Description

The Local And sub-Regional ASM support system (LARA) has been developed by EUROCONTROL's Civil-Military ATM Coordination Division (DECMA/CMC) in close coordination with national military and civil experts to enhance and automate Airspace Management (ASM) function tasks as prescribed by SES legislation and mandated by the ATM Master Plan.

LARA is designed as automated airspace planning and real time management system for the Military (respecting the full Mil decision making process) and Civil users. It is a system which also includes Civ – Mil coordination for the usage of national airspace structures, Cross-Border-Areas (CBA) and is in addition capable to adapt to any FAB or sub-regionally defined airspace structures, including future ad-hoc Airspace Reservations as envisioned in advanced FUA concepts. In a network of adjacent states, it can also be used to coordinate planning and real time airspace usage in a FRA environment.

As LARA is designed to be interoperable with other ASM support systems, a network of ASM support systems can be established at a pan-European scale, capable to provide a comprehensive view on military airspace planning and use during the strategic, pre-tactical and tactical phases of ASM, including actual activation and deactivation of Airspace Structures.

With LARA as part of a network of ASM support systems, the Network Manager will be enabled to initiate civil-military collaborative decision-making, based on a more accurate planning and a real time situational awareness. It can deliver a current operational view of military and civil airspace use for the benefit of a more efficient European ATM Network (EATMN).

1.2. Principles

In its functionality as airspace planning system, LARA enhances the efficiency of the EATMN and as such is commonly funded from EUROCONTROL's budget for the benefit of all civil and military stakeholders.

LARA has also the technical potential to be customized for particular State or stakeholder demands.

However, common funding for special customization has its limits, whenever an EATMN benefit cannot be documented.

LARA is the intellectual property of EUROCONTROL and third parties that would wish to further develop LARA for their use, in particular commercial use, need to make appropriate legal arrangements with EUROCONTROL.

If any of these further developments are intended to connect to LARA and the European network of ASM support systems, full interoperability and a complete data-exchange capability with existing systems and in particular the ones used by military authorities is an obligation.

LARA implementation supports States compliance with the relevant parts of the EU/EC regulations and EUROCONTROL Specifications.

1.3. Scope

LARA facilitates automation of airspace planning and improves civil-military collaborative decision making processes during the strategic, pre-tactical and tactical phases of ASM from the EATMN, FAB and/or national perspective.

The development of the system is customer oriented. System specifications are defined by common agreed operational requirements and specific system improvements. To maintain

interoperability with NM system changes to the system are implemented with the necessary priority.

Functionalities have been matured in trials and experimental deployments. Changing needs and new operational procedures stemming from users requirements, SESAR developments and/or imposed by the Single European Sky regulations may require updates and enhancements.

As partnership with all LARA-Stakeholders is crucial for establishment and sustainability of an ASM support system/service that will sufficiently support network management and military airspace planning functions from a national, FAB and pan-European network perspective, there is an absolute need to define an effective and transparent LARA governance structure.

1.4. Objective

The objective of this document is to define a LARA governance that is:

- Effective and transparent for all stakeholders.
- Flexible to cater for individual stakeholder needs without jeopardizing LARA interoperability and connectivity, internal or with other ASM support systems.
- Consistent with EUROCONTROL policy and organisational arrangements.
- Supportive to the Network Management Function in line with the European route network processes and procedures.

2 DEFINITIONS

2.1. LARA Service User (LSU)

LARA Service User means an individual ASM partner that has been granted access to LARA services and that will exchange or share ASM data. An individual ASM partner can typically be:

- Civil or military authorities of EUROCONTROL Member States.
- Civil or military ANSPs, including MUAC.
- Civil or military airspace users.
- Network Management Function.

2.2. LARA Software Provider (LSP)

LARA Software Provider means the supplier that provides for LARA the required software and appropriate documentation, software maintenance, software updates and support for LARA Service Users.

2.3. LARA Service Management (LSM)

LARA Service Management means the activity that ensures for all LARA Service Users the organisation, management and proper functioning of the LARA system and service.

2.4. LARA User Group (LUG)

LARA User Group means the forum consisting of appointed technical experts from LARA Service Users which give their expert opinion on operational and technical issues related to LARA.

2.5. LARA Steering Group (LSG)

LARA Steering Group means the forum of appointed senior representatives from LARA Service Users to provide operational; technical and financial decisions for LARA operational management, further developments and policy issues.

3 ROLES AND RESPONSIBILITIES

3.1. LARA Service User (LSU)

LARA Service Users shall:

- Conclude a Service Level Agreement with EUROCONTROL.
- Allow access to its sharable ASM plans and the actual airspace situation to the Network Manager and other LSU in line with National security constraints.
- Report and share operational and software related issues (deployment issues, faults, new requirements, etc.).
- Provide support as appropriate on problem management.
- Appoint one member each for the LUG and LSG.
- Report on the performance of LARA.
- Report on benefits associated with the use of LARA.

3.2. LARA Software Provider (LSP)

The LSP shall provide all services as detailed in a respective LARA System Service Contract, concluded between the LSP and EUROCONTROL.

This Contract shall include a clearly defined Service Level Agreement (SLA) with unambiguous service level requirements that shall include:

- Service and maintenance planning.
- Service support with incident and problem resolution, software configuration management, change or update of software with the necessary documentation.

Enhancements initiating major software developments will be subject to additional contracts based on LSG advice and respective EUROCONTROL funding decisions.

3.3. LARA Service Management (LSM)

As expertise for military airspace planning and European air traffic management is required, LSM functions shall be jointly carried out by EUROCONTROL DECMA/CMC and the Network Manager.

LSM includes the responsibility of providing all technical specifications for contracting required LSP services and the resulting contract management and supervision of the LSP.

LSM shall ensure that LSG advice is coordinated as required with relevant EUROCONTROL Stakeholder Consultation Bodies (e.g. MAB, AAB) via the appropriate processes.

The LSM shall provide:

- Software maintenance, change and configuration management.
- Quality management.
- Supervision of LARA maintenance services as described in the LARA maintenance plan.
- Oversight of technical developments and software changes.
- Business Continuity Management to avoid major discrepancies through software code control and analysis, capability and testing.
- Consistency check with network management and systems.

Furthermore, LSM will support LUG and LSG and will analyse and consolidate requirements for change or enhancement proposals including necessary feasibility and effort assessments.

On request of the LSU, LSM may represent the LSU in technical fora (e.g. NETSYS).

3.4. LARA User Group (LUG)

The members of the LUG will be operational/technical-level experts from LARA Service Users. Stakeholders considering the future use of LARA can join the LUG as observer.

As appropriate expertise for military airspace planning and European air traffic management is required, the LUG will be chaired by EUROCONTROL DECMA/CMC and supported by at least one representative from the Network Manager.

The LUG will carry out reviews of the LARA service performance, report major maintenance issues, identify new operational and technical requirements in support of the Single European Sky Implementation and advise on user requirements prioritisation.

3.5. LARA Steering Group (LSG)

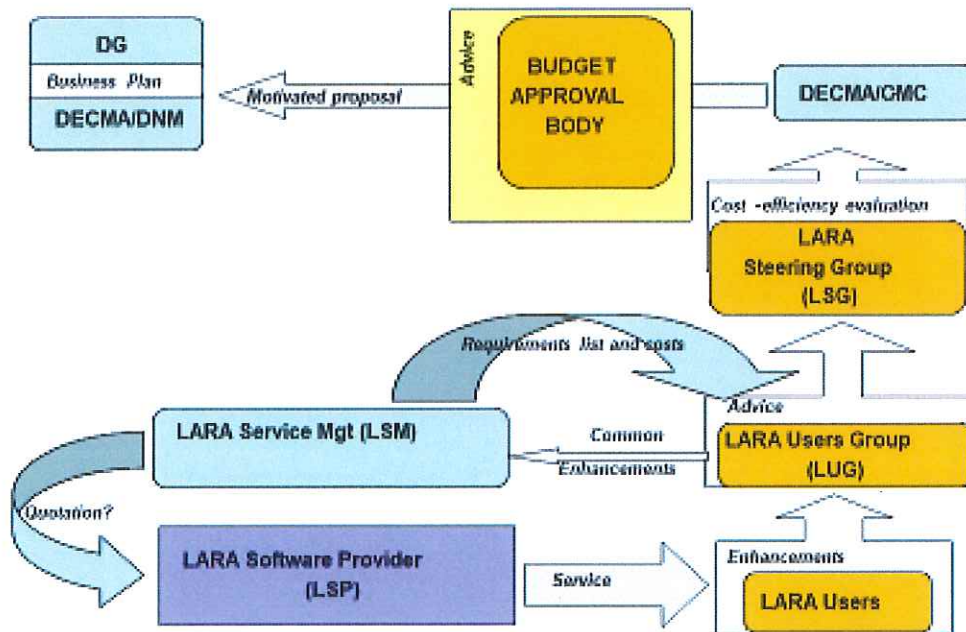
The LSG shall consist of management-level representatives from LARA users, including States with Military and Civil Aviation Authorities (CAA/NSA), Military and Civil ANSPs, the Network Manager and EUROCONTROL DECMA/CMC. The chairman will be elected from LSG Members.

The LSG will act on proposals submitted from the LUG and will decide on policy, maintenance, operational, technical and financial matters related to LARA operation, as well as enhancements and their prioritisation and further development requirements, provided their decisions would not exceed the approved common funded budget volume and would not deviate from agreed business objectives.

In case LARA enhancements would require to exceed the approved common funding budget volume or to deviate from agreed business objectives, appropriate Stakeholder consultation needs to be accomplished via the Civil – Military Stakeholder Committee (CMSC) and the Military ATM Board (MAB), to provide advice to the relevant EUROCONTROL decision making bodies.

4 GOVERNANCE STRUCTURE

LARA GOVERNANCE STRUCTURE



1. Based on LARA users' feedback, LARA enhancements requests shall be discussed and common requirements agreed among the LARA users including their proposed prioritization in the LUG.
2. The LSM shall then submit the common enhancement requirements to the LSP for a quotation.
3. The LUG shall assess the LSP quotation with a Cost Benefit Analysis (CBA) and identify whether common funding or the user pays principle (UPP) should be applied and will provide its advice to the LSG.
4. The LSG will take a decision on implementation and common funding or UPP, provided the approved LARA budget will not be exceeded. LUG and LSM will be informed about the decision.
5. In case LSG required LARA enhancements would exceed the approved common funding budget volume, these enhancements shall be subject to appropriate Stakeholder consultation via the Civil-Military Stakeholder Committee (CMSC) and the Military ATM Board (MAB), which will provide advice to the relevant EUROCONTROL decision making bodies.