


Koen De Vos

**Single European Sky – Towards a better, more
sustainable and safer aviation system**

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EU Kommission


Generaldirektion Energie und Verkehr



Directorate-General
for Energy
and Transport

Single European Sky


Towards a better, more sustainable and safer aviation system


 European Commission
 Darmstadt, 28 January 2009

● What is the background for the proposed aviation package?

- **Environmental challenges:**
 - » Foreseen traffic growth will lead to an increase of the contribution of aviation to greenhouse gas emissions (currently 3%, average flight 50 km too long)
 - » Aviation to contribute to environmental performance
 - » Inclusion in ETS requires aviation to dispose of improvement tools
- **Performance challenge:**
 - » Increase safety, flight efficiency, capacity and cost-efficiency
 - » Build on existing expertise
- **Fragmentation issue:**
 - » Additional costs for airspace users produced by insufficient progress in the reduction of fragmentation – **1 bn euros (2007) on 8 bn turnover**
- **Safety challenge:**
 - » Reinforce safety of our system

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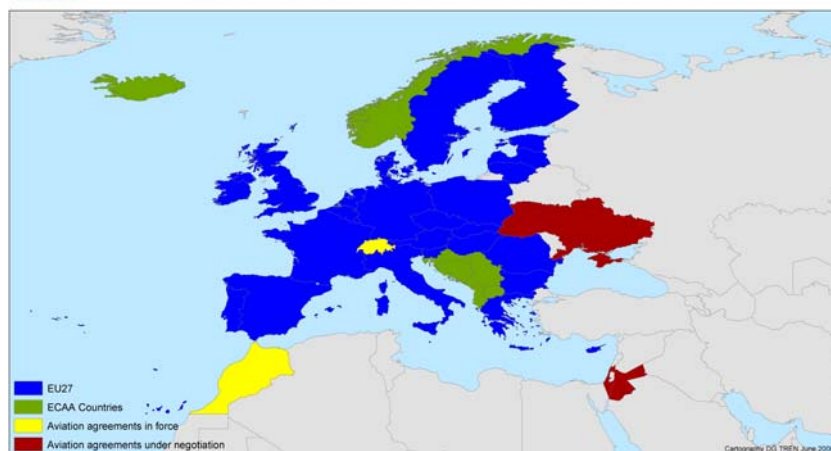
- Use the Community method to deliver a seamless sky, in partnership with Member States and stakeholders
 - **Extend SES beyond EU borders to build a European Common Aviation Market, to service competitive airline industry and other users**
 - » One aviation market with single set of rules: competition, state aid, safety and underpinned by a solid trans-European network
 - » Single institutional context – Community - with EASA single aviation regulatory authority
 - » Solving complex network issues requires global approach and co-ordination
 - FAB, FUA, Route Network, Equipment, Airports etc.

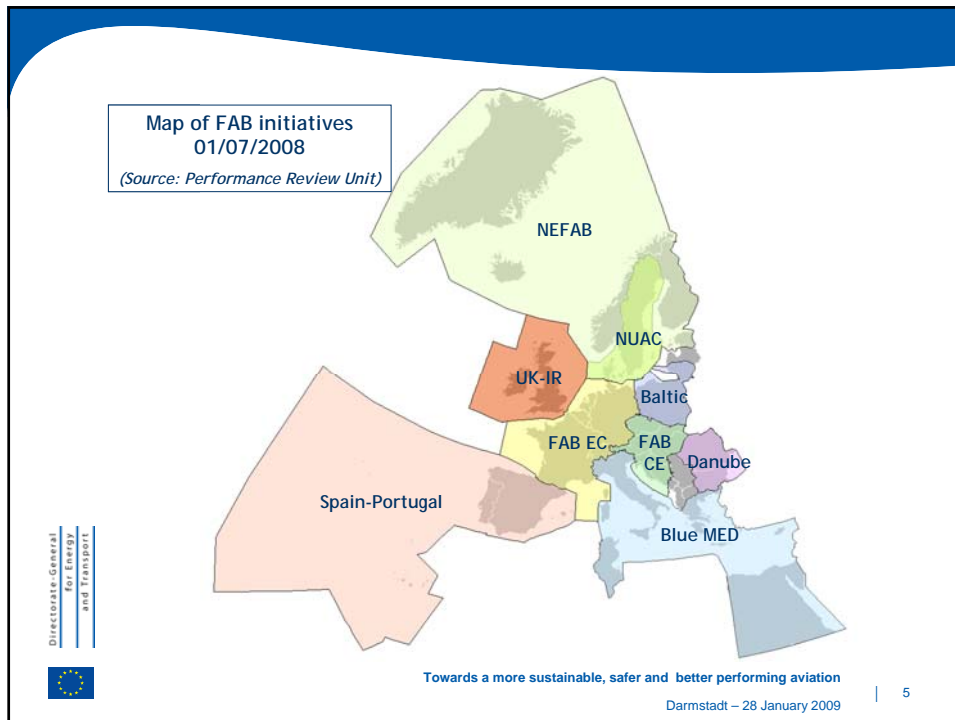


● A genuine European aviation area



Single European Sky Pan-European Dimension





● An aviation package with four pillars :

- **Performance** framework amending the four SES regulations (co-decision): **drive** performance of the system
- **Safety**: extend EASA competences to airports and ATM: (co-decision): **cover** all links of aviation safety chain – basis for performance regulation (total system approach)
- **Technology**: Endorse the SESAR master plan (Council endorsement): **speed up** technological innovation to deliver technical tool for performance
- **Airport Capacity**: Action plan and Observatory (range of actions): **integrate** performance scheme in both the air and on the ground
- Under one over-arching principle: **human factor** must prevail

● ATM = Safety

- Safety can not be compromised
- **TOTAL SYSTEM** approach: EASA to become competent on all steps of aviation safety chain
- **Extension** to airport operations and ATM



● SESAR

- **Technological** dimension of SES:
 - » New equipment
 - » New competences
 - » Training is vital for professionals
 - » Better working conditions
- **SESAR Joint Undertaking:**
 - » Private Public Partnership
 - » €700M Commission contribution on €2.1bn over 7 years
 - » Development phase to be launched



● Single Sky II: 3 key measures

- Introducing **performance regulation**
- Accelerating the creation and integration of air navigation services in **Functional Blocks of Airspace (FABs)**
- Strengthening the **network functions**



● Critical issues for the performance scheme

- **Implementing rule** to describe process, choice of indicators, balance between performance areas
- Involvement **industry and social partners** in the process at network and local levels – reinforced social dialogue
- **Balance** local with network requirements
- **Member States** involved in target setting and responsible for corrective actions
- **No unbundling**
- Strengthen **governance** of actors in the process
 - » Performance Review Body fully independent
 - » National Supervisory Authorities competent to manage performance regulatory process
 - » EASA to guarantee high safety levels
 - » ANSPs to meet performance targets – ideally in FAB context



● 2. FAB: Foster **integration** of service provision


- FAB as tools for performance
 - » Maintain bottom-up approach
 - » FAB's about synergies between service providers
 - » 2012 as ultimate deadline for commitment
 - » Extend scope to lower airspace
- Framework to facilitate
 - » Performance regulation focus FABs
 - » Interaction FABs and Network Management
 - » SES committee to clear obstacles



● 3. Strengthen the network management function (1)

- Improve the European route network
 - » Deliver continuous improvement of environmental performance
- Empower flow management
 - » Better implementation of flow management measures
 - » Link ATM and airport operations to increase overall efficiency
- Management of scarce resources
 - » Transponder code allocation and co-ordination
 - » Frequency allocation and co-ordination
- Materialize value added of SESAR
 - » Synchronise deployment of SESAR and new network tasks





3. Strengthen the network management function (2)

- **Develop synergy with Eurocontrol**
 - » Community and Member States as political driving force
 - » Eurocontrol as the technical and operational centre
- **Support internal change process to empower and focus towards SES logic**
 - » Focus on network functions
 - » Focus on Performance scheme
 - » Focus on SESAR related activities
 - » Budget must reflect priorities
 - » Improve governance and industry participation in operational tasks

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The co-decision process: where are we?

- **European Parliament: co-decider**
 - » Rapporteur: Mr Marinescu (PPE-RO)
 - » Shadows: Mr Stockmann (PSE-DE) – Leichtfried (PSE-AU)
 - » SES II and EASA as a package
 - » Report prepared early Nov 2008
 - » Vote in TRAN Commission 9 Dec 2008
 - » First reading by March 2009
- **Council: co-decider**
 - » Priority for French Presidency
 - » Work towards political agreement by 8 December
 - » Czech Presidency has taken over to deliver
 - » Adoption in Council 31.03.2009
- **Social and Economic Committee: advisor**
 - » Rapporteur: Mr Krawczyk
 - » Draft Report by Oct in Commission
 - » Adoption 15 January 2009

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● The co-decision process:
what are the main issues?
For Council:

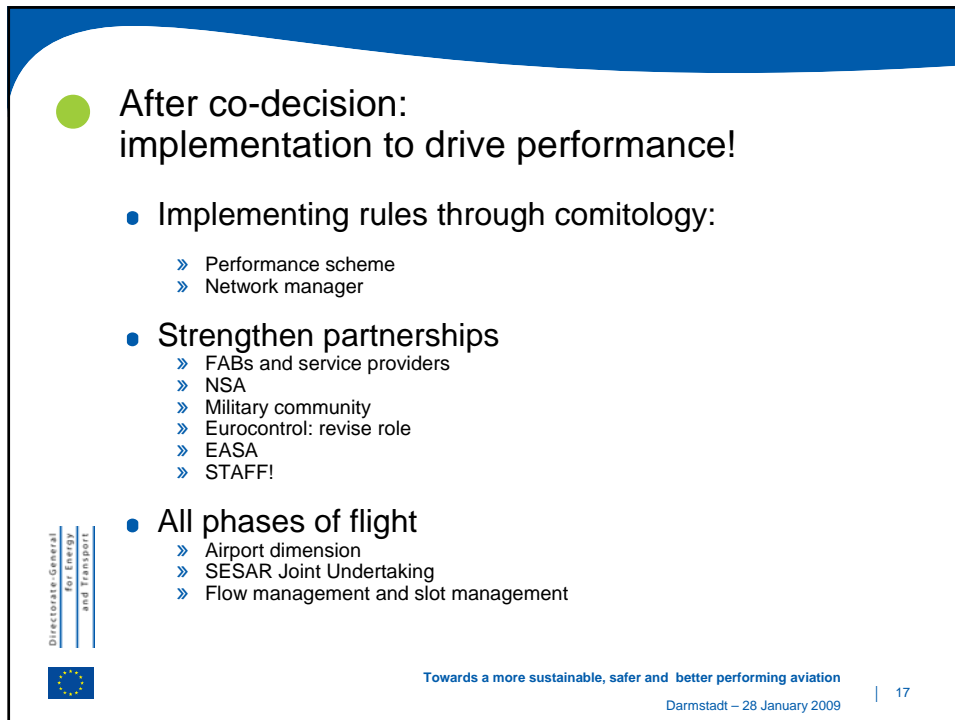
- Independence of authorities:
 - » Conflict of interest?
 - » Within administration
 - » Performance regulation = heavy task
- Adoption of performance plans
 - » Who adopts: Member States of Commission
 - » Proportionality – subsidiarity
- Deadline for functional airspace blocks
 - » 2012?
- Network manager
 - » Network approach - Assist service providers
 - » Role Eurocontrol



● The co-decision process:
what are the main issues?
For Parliament:

- Adoption of performance plans
 - » Adoption at Community level
 - » Comitology
- Deadline for functional airspace blocks
 - » 2011!!
- FAB coordinator
 - » Assist Member States in coordination and integration




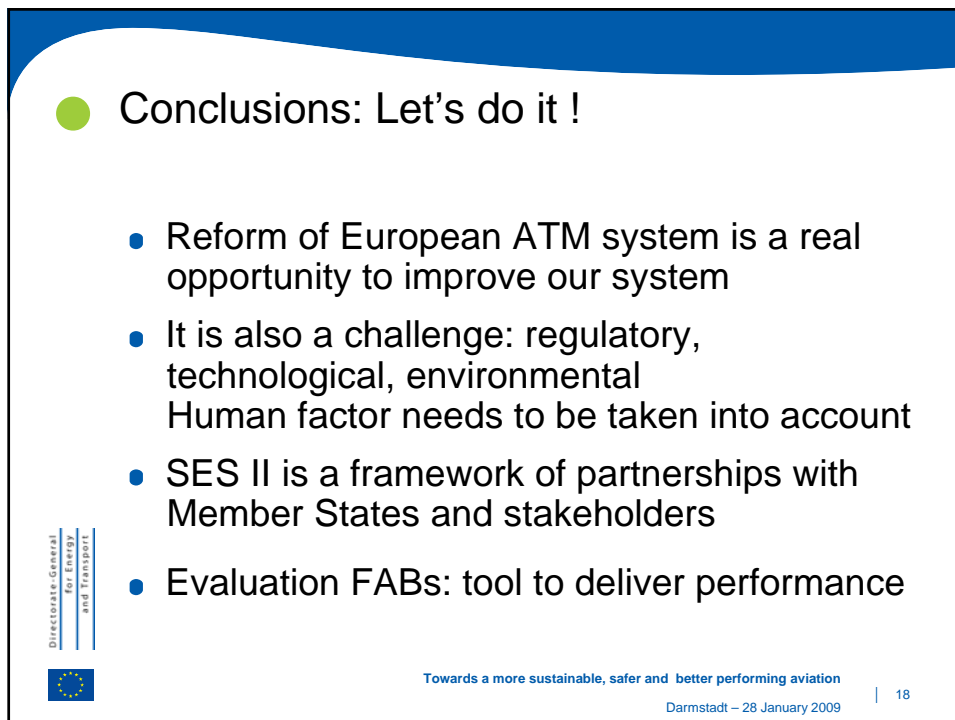


● After co-decision: implementation to drive performance!

- Implementing rules through comitology:
 - » Performance scheme
 - » Network manager
- Strengthen partnerships
 - » FABs and service providers
 - » NSA
 - » Military community
 - » Eurocontrol: revise role
 - » EASA
 - » STAFF!
- All phases of flight
 - » Airport dimension
 - » SESAR Joint Undertaking
 - » Flow management and slot management

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● Conclusions: Let's do it !

- Reform of European ATM system is a real opportunity to improve our system
- It is also a challenge: regulatory, technological, environmental
Human factor needs to be taken into account
- SES II is a framework of partnerships with Member States and stakeholders
- Evaluation FABs: tool to deliver performance

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