Single Sky II and the aviation package

Achieving more sustainable and better performing aviation

SCG 11 - 13 May 2009

SES and Modernisation of Air Traffic Control
European Commission
What Challenges is SES II up to?

- **Environmental challenge**
  » Ensure the environmental performance of aviation, also in view of Inclusion of aviation in ETS

- **Performance challenge**
  » Provide the most performing infrastructure for all:
    » Highly competitive commercial users
    » Military users
    » General aviation
    » Integrate « new users » like UAVs or new technologies

- **Fragmentation challenge**
  » Work towards a seamless single sky like EMU for the single market

- **Safety challenge**
  » Guarantee flying public highest safety standards
Who are the actors?

- **Legislation**
  - Parliament and Council adopt legislation
  - Commission adopts secondary legislation *(implementing rules)* after positive opinion of Single Sky Committee
    - *Preparation of IR: EASA – Eurocontrol – Standardisation bodies – Performance Review Body*
    - *Consultation of ICB and Social dialogue*

- **Oversight**
  - National supervisory authorities as performance regulators
  - Qualified entities
  - EASA for network wide systems

- **Service provision**
  - ANSPs work in FABs facilitated by **FAB coordinator**
  - **Network manager**

- **Development of the system**
  - SESAR Joint Undertaking

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Aviation package: tools at the disposal

New regulatory ATM approach

Safety (EASA)

Technology (SESAR)

Airport capacity

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The PERFORMANCE framework - 3 key measures

- Introducing **performance regulation**
  
  *(Article 11 FWR)*

- Accelerating the creation and integration of air navigation services in **Functional Airspace Blocks (FABs)**
  
  *(Article 9a SPR)*

- Strengthening the **network functions**
  
  *(Article 6a ASR)*

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**ACTION** to set up the performance scheme

**Governance:**
- **Member States** to strengthen NSAs
- **Commission** to designate strong, independent and competent Performance Review Body

**Implementing rules:**
- **Commission** to propose implementing rule(s) on:
  - Process (before the end of 2009) with detailed annexes (to be developed in 2010)
- **Commission** to amend charging regulation:
  - Determined cost principle
  - Incentives
  - Common projects

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Map of FAB initiatives
As of 1/7/2008

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SSC 1 April 2009
How to achieve performance: FABs

FABs as a tool for performance
- Maintain bottom-up approach: Member States remain in driving seat – BUT: deadline: 2012
- FABs are about synergies between service providers
- Reinforce governance of FABs
- Clear obstacles, with mediation of FAB coordinator

Commission to assist
- Financial: TEN-T funding
- Regulation: performance plans at FAB level - provide interface FABs and Network Management
- Dialogue: facilitate best practices with FAB managers

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**ACTION** to implement FABs by 2012

- **Governance:**
  - **Member States** to strengthen FABs governance
  - **Member States** to organise NSA at FAB level
  - **Commission** to designate FAB coordinator (2009)

- **Implementing rules:**
  - **Commission** to develop guidelines, if so required
  - **Commission** to focus on FAB dimension in IRs eg charging and performance regulations

- **Supporting action:**
  - Best use tools: (from now onwards)
  - **Legal**: clear obstacles and integrate FAB dimension
  - **Financial**: TEN-T or common projects
  - **Dialogue**: FAB managers

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Assist performance: network management

- Improve the European route network
  » Assist regional FAB approach with network context

- Empower flow management
  » Work towards REQUIRED TIME OF ARRIVAL
  » Better implementation of flow management measures
  » Integrate airport dimension 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

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ACTION to set up Network Manager

Governance:

- **Member States** to ensure appropriate governance
- **Industry** to assume its role in operational activities
- **Commission** to designate a network manager, once legal basis and governance provided (2010)

Implementing rules:

- Airspace and route design
- Flow management
- Coordination and harmonisation of processes to enhance aeronautical frequency management, including modalities for co-operative decision-making
- Coordination of radio transponder codes
- SESAR induced tasks (need for SYNCHRONISATION)

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Aviation package. Tools at its disposal

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Safety challenge:
Extension of EASA competence

- Total System Approach: aircraft– ATM – aerodromes – system – operations - staff competence
- How best bring SES acquis under EASA umbrella?
  - Respect existing regulations
  - Respect existing consultation mechanisms
  - Focus on needs:
    - Assist NSA in safety oversight
    - Develop rules for gaps in SES: e.g. network wide functions, systemic risks
**ACTION** to meet safety challenge

- **Governance:**
  - EASA to ensure appropriate involvement of representative stakeholders in development of its opinions - strengthen its consultation process
  - EASA to support NSAs

- **Implementing rules:**
  - Commission to “maintain” acquis, as long as IRs are not adopted (e.g. common requirements or ATCO licence)
  - EASA:
    - “Copy and paste” for existing safety rules in SES
    - Focus on gaps: network functions and services, systemic risks, especially to facilitate SESAR innovations
    - Manage safety reporting data bank and ensure follow-up
  - Single Sky Committee adopts to ensure consistent policy in air traffic management
Aviation package: tools at the disposal

- New regulatory ATM approach
- Safety (EASA)
- Technology (SESAR)
- Airport capacity

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ACTION to meet technology challenge

» **SESAR Joint Undertaking (2009)**
  - To integrate 15 SJU Members and Ectrl
  - To execute the ATM Master Plan
  - To keep direct control over all SESAR related actions

» **Commission** with aviation industry to take lead in organising implementation phase 1 (2009):
  - Governance: who decides on systems
  - Financing: which funding, which incentives, which common projects
  - Regulating: how ensure interoperability and synchronised implementation (in liaison with network manager)

» **Commission** to prepare SESAR deployment (2010):
  - Governance
  - Financing
  - Regulation

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Capacity challenge: Towards a gate-to-gate approach

- Airports are integral part of the ATM network
  - Entry and exit points of the network
  - Effective use of capacity depends on all links of chain
  - Green flights require real-time flow of information between all actors

- Proposed actions
  - Integrate airport dimension in other pillars and strengthen interfaces
  - Safety-capacity-environment
  - Observatory for airport capacity: input to network manager

- Vision: Change operational paradigm
  - Increase predictability
  - Promote operations in function of **required time of arrival**

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Four pillars – one overarching front: The Human factor

- Recognition of professional **competence** to deliver performance
  - Ensure high level of competence
  - Adapt competence to new professional organisations and new technologies

- Appropriate **involvement and consultation** of staff and professional organisations actions
  - FAB
  - SESAR
  - Implementation of policy and development of rules

- Anchor performance on genuine **safety performance**
  - Absolute safety performance
  - Promote « organisational » culture and confidence in reporting systems

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More sustainable and better performing aviation

- New legislation will be published in coming months
- All actors to follow one roadmap
  - **Community** to show leadership and vision
  - **Commission** to deliver rules and implement policy
  - **Member States** to be pro-active in SSC, FABs, NSAs, EASA, Eurocontrol
  - **Industry** to assume responsibilities for operational activities
- 2012: crucial year: Performance - FAB - SESAR
- Aviation package = ACTION!

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