Single Sky II and the aviation package

Achieving more sustainable and better performing aviation

SCG 11 - 13 May 2009

Directorate General for Energy and Transport

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

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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 entitities
  - » **EASA** for network wide systems

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

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

Aviation package: tools at the disposal

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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)

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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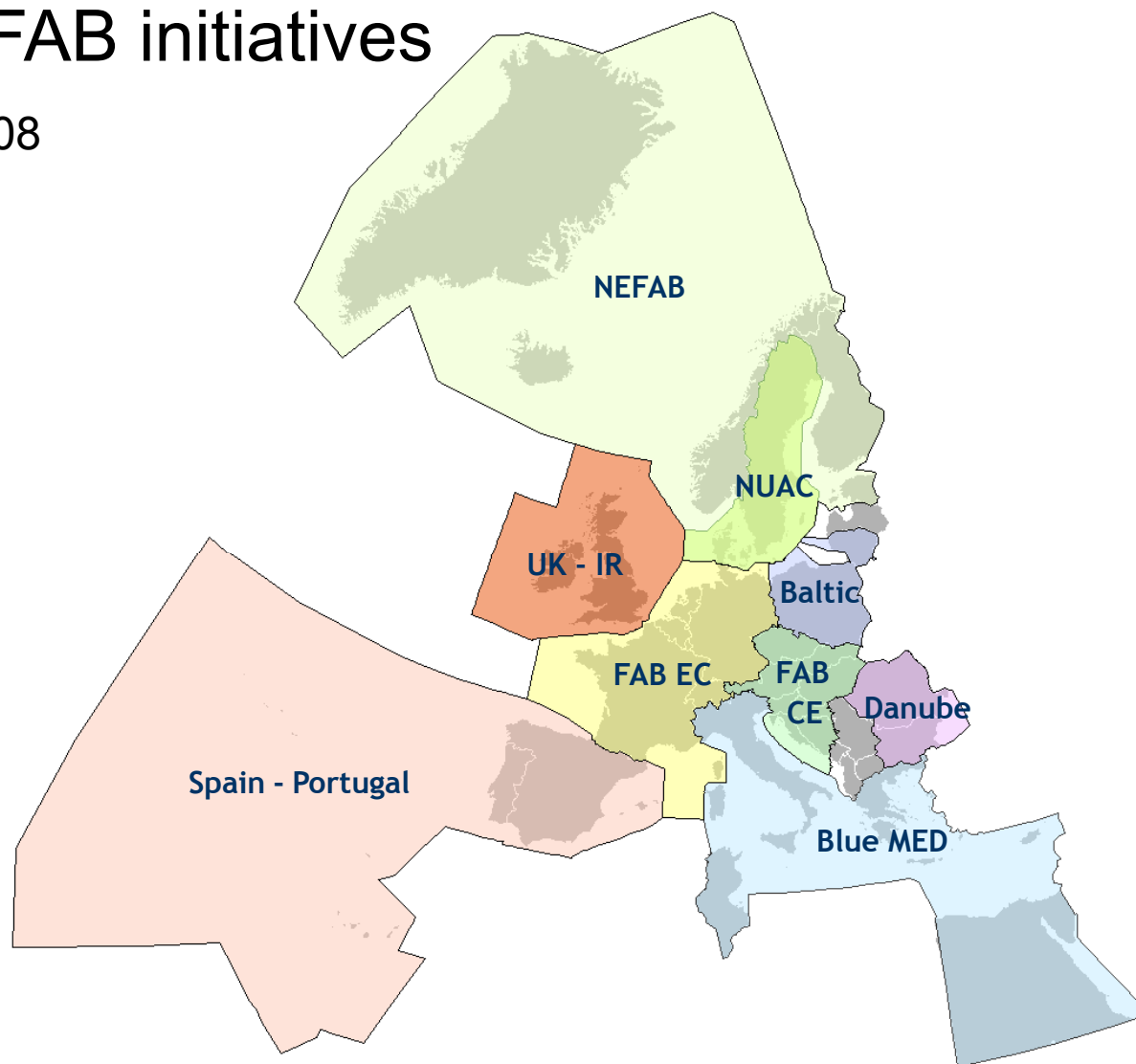
  (Article 9a SPR)

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Map of FAB initiatives

As of 1/7/2008

NEFAB

NUAC

UK - IR

Baltic

FAB EC

FAB CE

Danube

Spain - Portugal

Blue MED

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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

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

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

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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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Aviation package: tools at the disposal

New regulatory ATM approach

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Technology (SESAR)

Airport capacity

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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**

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

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!

Directorate General "or Energy and Transport