



## AEA Air Traffic Management (ATM) Strategy: developments and next steps

**AEA Presidents Committee**  
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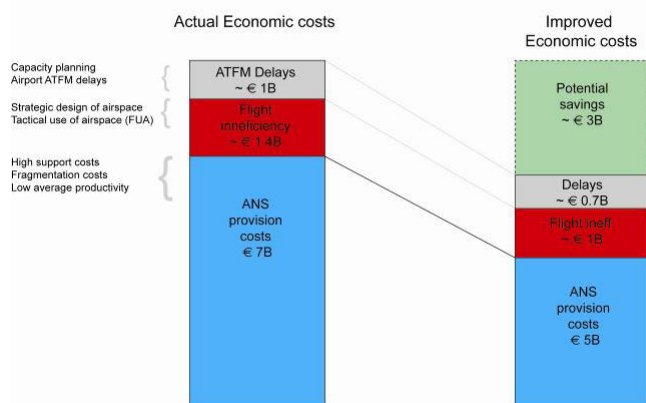


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## Background: European ATM is inefficient




Economic ANS costs to airspace users - 2005 figures



Source: SES impact on ATM performance

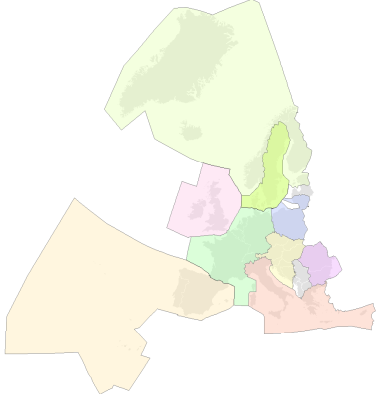



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### AEA vision for Single European Sky (summary)

- SES consisting of few Functional Airspace Blocks (FABs) driven by performance requirements
- Independent economic regulation for monopoly ANS Providers including performance target setting at European level
- Ancillary services (Meteo and Training in particular) to be organized in competition
- EASA as single safety regulator for all aspects of the value chain with increased public funding
- Improved civil/military coordination
- A slimmed down Eurocontrol adapted to single sky & SESAR
- SESAR delivering quick wins with public funding for implementation to support transition costs



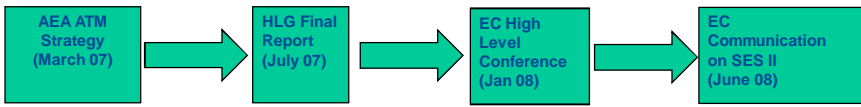


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### AEA ATM Strategy: significant progress

- The AEA ATM Strategy as adopted by the AEA Presidents Committee last year is now an important pillar of the AEA emissions containment policy along other measures.
- The final report of the High Level Group which was delivered in July 2007, is broadly in line with the AEA vision.
- The EC High Level Conference (22<sup>nd</sup> January 2008) confirmed the widespread support for the Commission to table a 'second package' to the Single European Sky legislation in line with AEA (planned for June 2008)



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graph LR
    A[AEA ATM Strategy (March 07)] --> B[HLG Final Report (July 07)]
    B --> C[EC High Level Conference (Jan 08)]
    C --> D[EC Communication on SES II (June 08)]
    
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## Single European Sky II Package (SES II)



### EC communication on SES II to be issued in June 08:

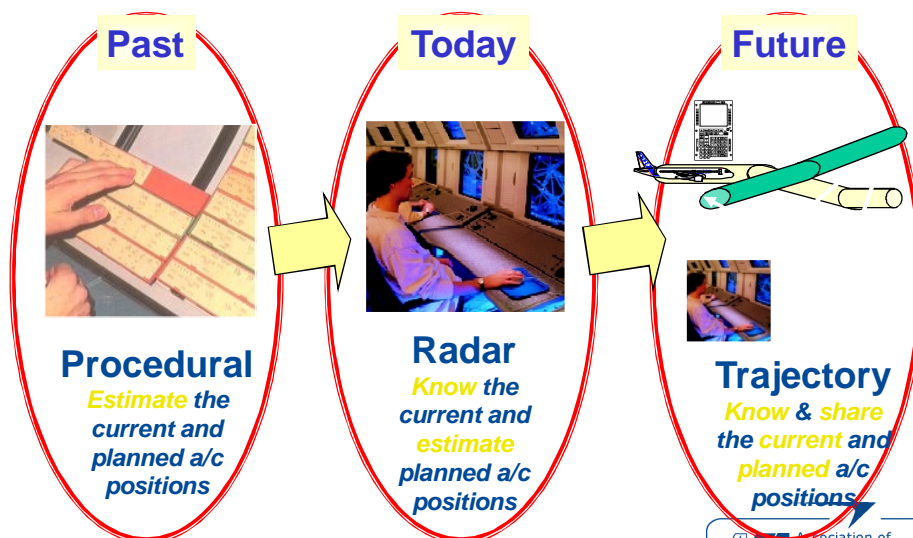
- Performance framework including economic regulation of ANS providers with binding performance targets and mandatory consultation of the airline customers
- Binding date for FAB implementation (2012)
- Strengthening network functions at European level (i.a. route network design) and improved civil/military coordination
- Extension of EASA scope to ATM and airport safety
- Need for reform of Eurocontrol and its governance
- The ATM Master-plan (SESAR Definition Phase result).

Lobbying of EU Member States, in particular after June, will be crucial for achieving the AEA objectives. It needs continued support from AEA members at national level

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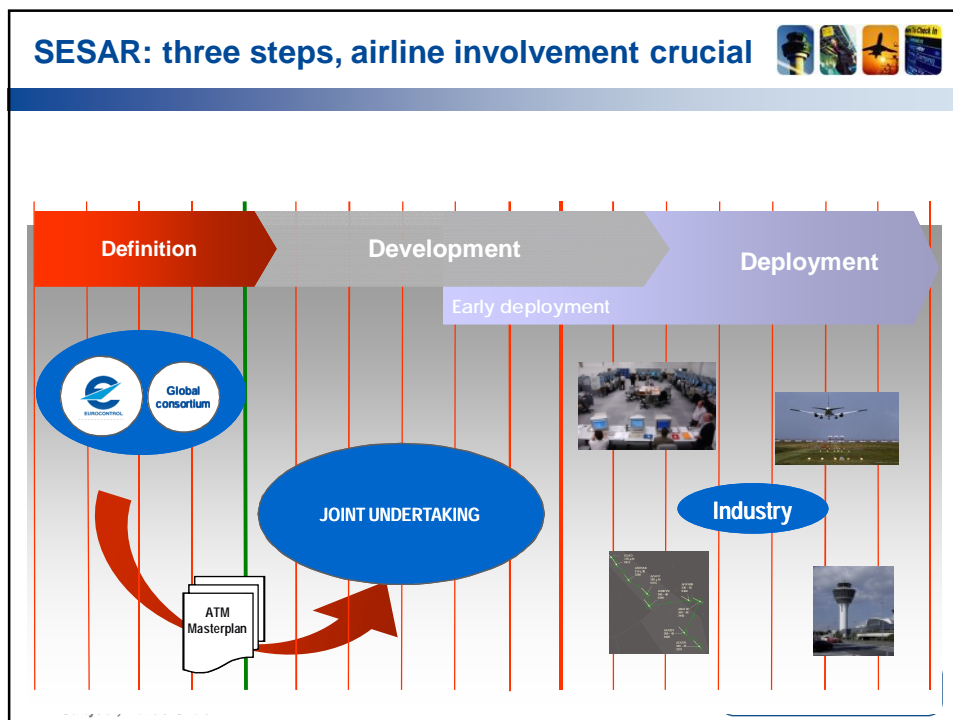


## SESAR = technical & operational element of SES




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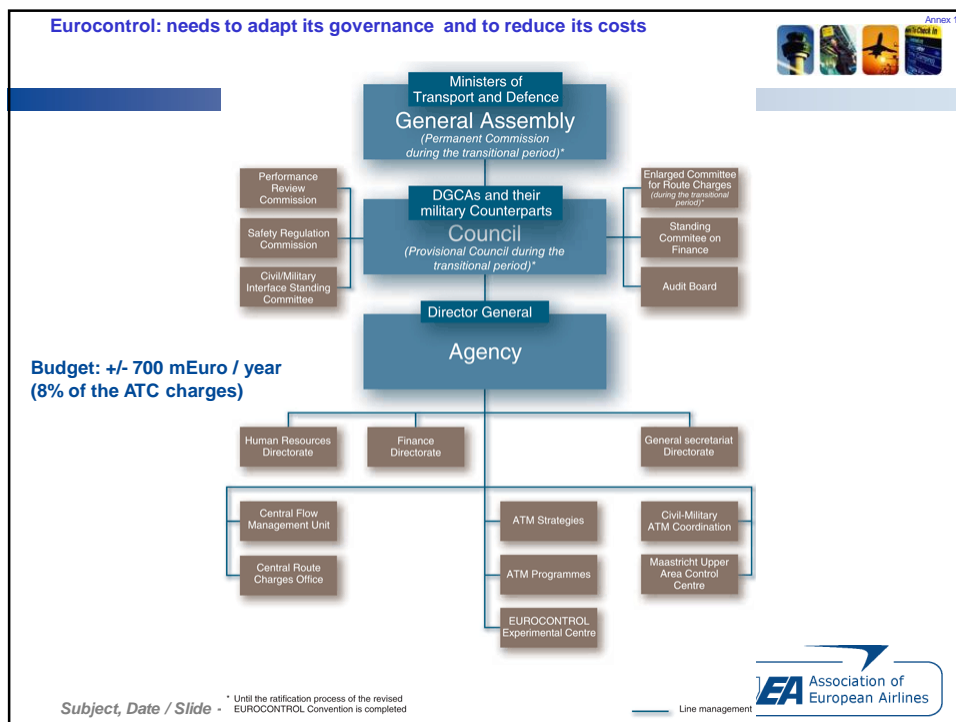


### SESAR system integrator (call for tender)

- **Industrial support function: to ensure overall consistency across different SESAR Joint Undertaking work-packages**
- **Call for Tender issued (closed on 29<sup>th</sup> February 2008).**
- **Two main candidates:**
  - Airbus/EADS
  - Thales together with a consortium of ANS Providers
- **From the airlines point of view this key function should:**
  - Be independent from pure ATM supply industries & ANS providers (to avoid conflict of interest with SESAR goals)
  - Not be awarded to a consortium for efficiency reasons
- **Risk of political interference leading to wrong decisions. The AEA to (informally) address the airline's requirements vis-à-vis Commissioner Barrot?**


**AEA** Association of European Airlines

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## Conclusion (main messages)

- **SES II (June 08) important milestone (institutional part of SES):**
  - performance framework & economic regulation of ANS providers
  - FAB implementation by 2012
  - New tasks for EASA and need to reform Eurocontrol
- **Political commitment of the Member States for SES II and SES implementation (i.a. Functional Airspace Blocks) is crucial**
- **SESAR (technical/operational part of SES)**
  - Continued airline involvement with operational airline experts is crucial to ensure meaningful results and quick wins
- **Eurocontrol as 'technical support' to SES and SESAR:**
  - Governance to be adapted (greater involvement of industry).
  - Need for closer alignment of budget & business-plan. Cost of the Agency has to be reduced (-3% per annum proposed).

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