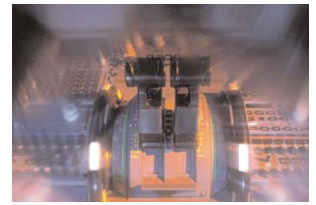


## Why the update & what it contains?



An original Single European Sky (SES1) package came into force in 2004. At the time the greatest problem in air traffic management was congestion in the air and subsequent delays hence it also became the main focus of SES1, together with safety. During the past years the ATM (Air Traffic Management) situation has changed somewhat and whilst safety and capacity are still major issues, the picture has become more varied with a greater emphasis on environment and more recently due to the fuel price crisis, on cost efficiency. Additionally, the regulatory approach has been changed due to requests from Member States and stakeholders for a less prescriptive approach ("better regulation"). That is why the new legislation would put more emphasis on the goals, than the means to reach the goals.

This document gives a short outline of the main new initiative; it is not exhaustive and does not cover the relevant parts of SES1, which still remain in force.

## Performance

In the context of work performed worldwide under the auspices of ICAO (International Civil Aviation Organisation) there has been a general drive to less prescriptive legislation to ensure flexibility and allow for innovation. Typically in technical matters the regulator is no longer to mandate a certain technology, but merely state the expected performance and the functions required from any equipment to be used. In this manner the industry is free to improve their products beyond what the regulator can foresee at the time of writing the rules.

A similar approach is taken in SES2 vis-à-vis performance of air navigation services and network functions. The Commission will set up a structure, which forms a closed loop leading from independent performance review, to setting targets, to enforcing them and finally reviewing how they were achieved and proposing improvements for the next cycle.

These targets will eventually be set for all the appropriate areas, which have been identified in ICAO as key performance areas. However in the first stages of the work, the task is simplified by grouping the objectives under four basic categories:

1. Safety
2. Capacity
3. Flight and cost efficiency
4. Environment

All these targets are set and achieved within the overriding safety objectives.

The process starts with a performance review body, to be set up by a group of independent experts on the basis of the work performed by the Eurocontrol Performance Review Commission. This body shall be not only an independent performance monitoring facility but will also engage in advising the Commission and States on what are the optimal target areas and their achievable levels of performance. At the end of the target cycle it will also review how well the targets have been reached and propose corrective measures further improvements. Member States will have to consult airspace users and service providers, before finalising the binding targets on service provision and network functions. Together with the eventual evaluation of work done to reach targets, system of incentives and disincentives will also be put in place.

## Network management at European level

A number of network functions exist in air traffic management, which can be optimally executed on a European level. These require extensive cross-border co-ordination and need to be performed impartially and free of local or national interests. To ensure that they are carried out optimally, the Commission is proposing to enhance at least the following functions:

1. Design of Routes on European level (note: this does not include other aspects of airspace design i.e. no sectors or local training areas or approach and departure procedures.)



2. Co-ordination and allocation of scarce resources at European level, such as radio frequency spectrum or radar transponder codes are limited physically and technically but must be procured to meet the needs of safety or capacity.
3. Synchronisation of deployment of new technology across Europe; the network manager shall give guidelines to air navigation service providers to deploy new surveillance, communication and navigation systems. The procurement roadmap shall be consistent with the ATM Master Plan implemented by the SESAR joint undertaking.

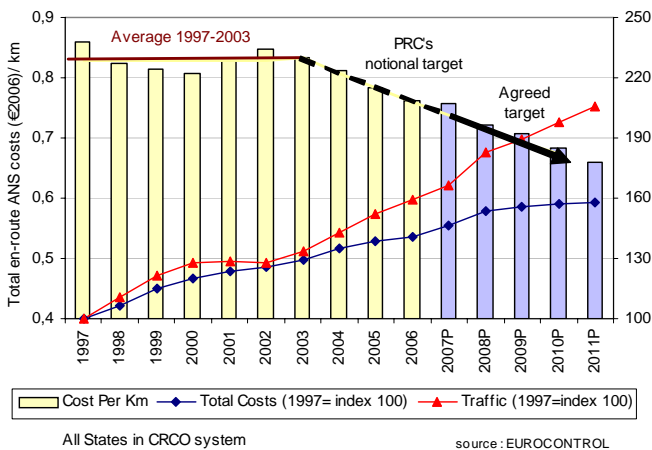
These functions will be built gradually in an evolutionary manner, starting from the existing arrangements operated today by Eurocontrol.

## Technology: a new ATM concept

The technological revolution of current air traffic management systems will be supported through the SESAR (Single European Sky ATM Research) programme.

This will renew the current decades old technology in order to cope with the anticipated traffic growth in a safe and environmentally sustainable manner.

Pilots and controllers will benefit from a new concept of operation. See the separate brochure on SESAR for more details.



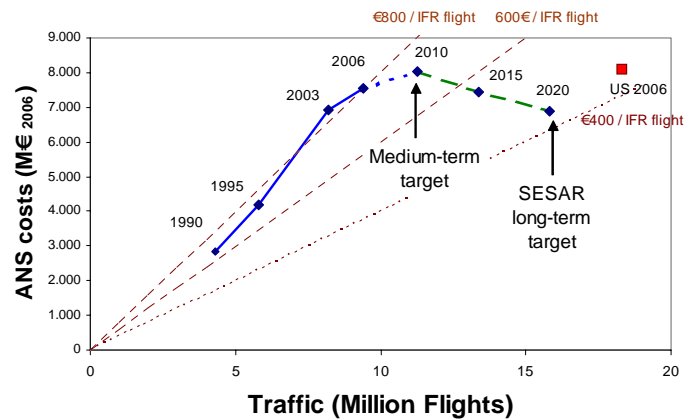
*Commitments to meet agreed cost-effectiveness targets are a significant step forward*

## Safety

In order to ensure a total system approach to aviation safety, the competences of the European Aviation Safety Agency (EASA) will be broadened to aerodromes, air traffic management and air navigation services. See the separate fiche for more details.

## Airports

Airport capacity is fully integrated to the new ATM concept. The achievement of the Single European Sky also relies on efficient airport capacities. This is why the creation of an airport observatory is linked to the new ATM governance.



*Cost of ANS (Air Navigation Services) as envisaged in SESAR targets*

## Building a new Aviation Governance, Based on four pillars:

