Single European Sky II
A European commitment to innovation

IRIS PUBLIC EVENT

11 October 2011

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Single European Sky II
The 4 high level objectives

- Enabling EU sky to handle 3 times more traffic
- Improving safety by a factor of 10
- Reducing the environmental impact per flight by 10%
- Cutting ATM costs by 50%
The 5 essential pillars

- Performance
- Technology (SESAR)
- Human Factor
- Airports
- Safety (EASA)

«building the most advanced ATM technology in Europe through SESAR and the European ATM Master Plan»

- Performance plans
- Network Manager designation
- ATM Master Plan Update
- Deployment Governance & funding
Through the SES framework, increasing levels of performance will have to be met.

SESAR operational concept supports the achievement of SES objectives, including more demanding levels of performance.

SESAR development phase is defining an architecture able to support SESAR operational concept, developing and validating associated new technologies.
SATCOM is acknowledged as a key element of the SESAR architecture;

Iris is considered as a potential contribution to the SESAR architecture.

If confirmed as the SATCOM element for SESAR architecture, Iris deployment, certification and operation will take place within the SES framework.
SATCOM in the SES framework (3/3)  
Relevant regulations

- SES service provision regulation  
  - SATCOM service provider certification (art. 7)  
  - Relation between SATCOM service provider and ANSPs (art. 10)

- SES interoperability regulation  
  - SATCOM system verification (art. 6)

- Safety oversight by EASA  
The Commission’s role

❖ General interest
❖ Network performance
❖ Coherence with & within SES
❖ Create right conditions for stakeholder’s
❖ Build confidence in deployment process
Key principles

- Timely, synchronised & coordinated
- Use existing SES policy & EU funding mechanisms
- Performance driven deployment
- Industry’s central role
Governance Levels

- Political control
- Deployment management
- Project implementation
Governance functions

- **Deployment programme maintenance**: Development, adoption & update of the “Development programme”
- **Deployment programme execution**: Synchronisation of deployment activities, alignment of investment plans, support to stakeholders, risk management
- **Reporting & monitoring**: Monitoring against deployment programme (planning, cost, performance, risks)
- **Financial management**: Allocation & management of EU, public & private funds
SESAR DEPLOYMENT FUNDING
A globally beneficial deployment

- SESAR deployment is required to support the need for increased performance
- SESAR deployment is globally beneficial, but
  - Not to all stakeholders…
  - Not everywhere…
  - Not any time…
- Need for EU regulatory and economic intervention to mitigate these individual, local or transitional situations
- to ensure global benefits will be achieved

Some may have negative business cases
There are local negative business cases
Timely disconnection investments vs benefits
EU intervention shall...

- Complement traditional ways of funding ATM infrastructure
- Be focused on ensuring performance in the SES area
- Come timely to support synchronised investments and deployments
- Combine incentives with funding and financing mechanisms to offer attractive solutions
- Be transparent and non discriminatory
Incentives on Air Navigation Service Providers

EU regulatory basis:
- Performance Regulation EC N°691/2010, Article 11
- Charging Regulation EC N°1794/2006, Article 12.2

Decided by MS at national or FAB level

Impact: unit rate adjustment to provide for a bonus or penalty according to the actual performance level of the ANSP against the relevant target

Objective: encourage ANSPs to achieve their performance targets, including the timely deployment of the relevant SESAR enablers
Incentives on Airspace users

EU regulatory basis:

- Performance Regulation EC N°691/2010, Article 11
- Charging Regulation EC N°1794/2006, Article 12.3

Decided by MS

Impact: modulate charge incurred by Airspace Users based on [...] aircraft airborne equipment: “best equipped pay less”

Objective: mitigate last mover advantage and encourage Airspace Users’ early investment in SESAR technologies and procedures
Common projects

- **EU regulatory basis:**
  - Service Provision Regulation EC N°550/2004, Article 15a

- **Characteristics**
  - Implementation project decided by MS at FAB level or by the Commission
  - Must be consistent with the ATM Master Plan and contribute to increasing performance
  - Combine funding and financing mechanisms
    - Access to EU funding (e.g. Transport infrastructure programmes such as Trans-European Network and the EU cohesion fund)
    - Access to financing (e.g. loan from EIB)

- Objective: ensure timely and synchronised deployment of enablers critical to the performance of the network
Conclusions

- Achieving the Single European Sky is the most challenging objective for European Aviation over the coming years: it's time for action!

- The Commission has the institutional responsibility to drive the implementation process. Our objective: a seamless, safe, performing & sustainable single sky for Europe

- SESAR will bring a key contribution, developing the new generation ATM system

- We need to move towards implementation of SES without delay: “Contribute and make SES and SESAR another European success story”
Thank you