

Opening speech

Gilles Fartek (European Community DG-Tren)

Ladies and Gentlemen,

I would like to address first all the deepest regret of Luc Tytgat that will not be able to be here today with you due to urgent discussions in house the European Commission. He therefore asked me to make on his behalf this morning the opening notes for the European Commission.

It is a great pleasure and a great honour for me to be here today with you and to participate (even partly) to that EUROMED seminar on Civil-Military ATM Coordination in collaboration with Eurocontrol that I thank very much to welcome us in their premises.

The MEDA Context

In December 2005, the participants to the Euro-Mediterranean Ministerial Conference on Transport agreed, among other things, on the need to work towards the longer-term objective of a Euro-Mediterranean Common Aviation Area. The EuroMed Aviation Project was developed in response to the ministers' wish to see reinforced cooperation with and among the MEDA countries in the field of air transport.

The project focuses on **five main components**:

1. Support an open, healthy & competitive aviation market,
2. Promote improved aviation safety,
3. Promote improved aviation security,
4. Promote improved environmental friendliness of air transport
5. Support regional air traffic management cooperation and harmonisation

In the field of Air Transport, MEDA countries have also agreed to cooperate with a view to reinforcing aviation relations covering the opening of market access issues and aiming at promoting regulatory convergence and technical cooperation, notably on safety, security and air traffic management issues, including the extension of the Single European Sky to the Mediterranean Partners; promote the role of the European Aviation Safety Agency (EASA) in Euro-Mediterranean cooperation, including the possibility for Mediterranean Partners to participate as observers in EASA activities, in accordance with the relevant rules, provided they have concluded an aviation agreement with the EU; work towards the longer term objective of a Euromed Common Aviation Area.

The Single European Sky

The Single Sky initiative has been launched at the end of the 90's with the intention to:

- restructure the European airspace in function of air traffic flows rather than according to national borders;
- create additional capacity to the system;
- increase the overall efficiency of the ATM system;

- enhance the safety standards

The revision of the first Single European Sky legislation has just been conducted under the European co-decision process between the European Parliament and the Council.

But this revision has to be considered as an element of **a more global evolution of the European aviation system** that constitutes what we call the “aviation package”.

This package aims to:

- **Reinforce the** regulatory framework amending the four SES regulations to **drive the** performance of the ATM system;
- **Extend the competences** of the European Agency for the Safety of Aviation (EASA) to airports and ATM to **cover** all the links of aviation safety chain. This is the basis for a performance regulation through a total system approach
- Obtain the endorsement **of the European Council of the SESAR master plan** with the view to **speed up** technological innovation and deliver technical tool for performance;
- **Include Airport Capacity** through the establishment of an action plan and of the establishment of an Observatory with the view to **integrate** the performance scheme in both the air and on the ground
- Under **over-arching** principle: the human factor must prevail.

The involvement of Defence partners in SES as an essential element

The military is an instrument to execute State's obligations in support of national policies and international agreements. To fulfil these commitments, EU Member States require keeping full capacity of action and sufficient level of preparedness for their armed forces. Providing military with a permanent access to the airspace without discrimination and sufficient airspace for sufficient airspace for adequate education and training is therefore essential.

A direct and efficient dialogue is necessary at national level, but it is also essential to establish in Europe the highest level of civil-military cooperation as well as maximum interoperability between respective systems. All necessary efforts are required to preserve military interests while strengthening the necessary **Defence/Transport partnership**.

The SES implementation is without prejudice to Member States' sovereignty over their airspace and to the requirements of the Member States relating to public order, public security and defence matters. Consequently, SES regulations do not cover military operations and training, but the military dimension is an essential element to be fully considered in all phases of the work conducted to improve the European ATM system.

The effective and efficient association of Defence representatives is therefore **vital** to ensure the optimum performance of the European network while balancing economic interests and defence requirements.

The Single European Sky already associates the military in all phase of the development of the European ATM structures, at the preparatory, consultative and decision-making levels. This constitutes a unique situation within the context of the European Commission. Within the Single Sky Committee (SSC) established to give opinions regarding legislative proposals under Comitology Rules, Defence interest's representation is ensured through the allocation of two seats per State, but with a single vote for each country. The military have also an observer status on a number of other important bodies linked to SES, such as the Industry Consultation Body (ICB) and the SESAR Joint Undertaking Administrative Board where defence voice is also ensured.

In support to the first SES package, Member States adopted in 2004 a general statement on military issues related to the single European sky. It stated that Member States should, in particular, enhance civil-military cooperation and, if and to the extent deemed necessary by all Member States concerned, facilitate cooperation between their armed forces in all matters of air traffic management through appropriate channels and bodies. Several states have already established at national level efficient civil-military cooperation and coordination.

The Flexible Use of Airspace (FUA) Regulation guarantees civil and military airspace users equal access to the airspace enabled by common management of airspace structures.

The development of Functional Airspace Blocs (FAB) has favoured regional civil-military dialogue, as well as military-military cooperation.

Innovative solutions shall have to be looked at to allow the military to get maximum benefits from the expected overall improvement of the European network performance. They shall have to ensure the full implementation of the **Flexible Use of Airspace** (FUA) by States and the efficient and more dynamic use of the available airspace by all users. Military shall also have to be closely associated to the definition of interoperable procedures, systems and information exchanges to ensure maximum interoperability and compatibility between civil and military systems. The insertion of **unmanned aircraft system** (UAS) in the Single European Sky shall also require common efforts from both parties to solve this new challenging issue in Europe.

The permanent involvement of European Defences in all future developments shall be probably more necessary than today.

Taking due account of national competences for Defence and security issues, all necessary efforts shall be made to fully integrate the military dimension at best in this second phase of Single European Sky.

The Commission will ensure in the implementation of the 2nd package that States fully apply the FUA, and in particular by developing all the necessary means to measure the use of the airspace by the various users as well as the level of efficiency of the network.

The adoption of the second SES package, together with the endorsement of the ATM Master Plan and the evolution of EASA competences will bring important changes to the civil European ATM environment. Innovative solutions will have to be studied allowing the military to get maximum benefits from the expected overall performance improvement of the European network. Future solutions developed by the ATM Master plan in terms of equipment and standards should increase their operational capability in the future system by providing appropriate interoperability and compatibility between civil and military systems. In that context, the full participation of the aerospace and defence industry in the development and implementation phases is important. Ad hoc solutions to limit the costs of onboard equipment for defence aircraft will also be assessed.

SES shall also develop performance indicators that will permit to get a precise assessment of the quality of the use of the airspace, and develop tools and procedures to enhance the management of the airspace at national but also at regional level in order to guaranty the consistence of the design of the airspace, its management and its use.

An in-depth assessment of the relevance of an evolution of the FUA shall be conducted, to assess in particular the possibility to evolve the concept and ensure a more dynamic use of the airspace resources, while considering the measured application of the FUA to part of the lower airspace. The Commission also considers that adequate measures should be introduced to improve the effectiveness of air traffic flow management in order to assist existing operational units to ensure efficient flight operations.

All necessary efforts will be made to optimally integrate the military dimension in this second phase of Single European Sky, by making best use of existing arrangements and by strengthening the necessary **partnership between Transport and Defence interests.**

I wish you an excellent seminar,