

The major challenge in European aviation policy since 2001: Single European Sky



ILONA CROMMENTUIJN
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19-09-2014

The Swimming Pool



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What is Single European Sky and why do we keep talking about it?



- **The Single European Sky helps the European air traffic management to solve current issues that affect air transport and to cope with future demand.**

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What is Single European Sky and why do we keep talking about it?



- The two Single European Sky (SES) packages provide a **legislative framework** to meet future **air transport safety, capacity and efficiency needs** at European rather than at a national level. It affects **ANSP's, AIRPORTS AND AIRLINES**.
- What **has been achieved so far**, and what are **the next steps** to be made towards reaching a more efficient European airspace?

What has happened since 2001?



- **October 2001:** the European Commission adopted proposals for a Single European Sky
- **March 2004:** Adoption of [Single European Sky first legislative package \(SES I\)](#) by the European Parliament and the Council
- **July 2004:** EUROCONTROL launches formal consultations on three of the seven Single European Sky mandates entrusted to it by the European Commission
- **November 2004:** EUROCONTROL launches formal consultations on Single European Sky interoperability mandates
- **November 2005:** EUROCONTROL signs a contract for the Definition Phase of SESAR
- **December 2006:** EUROCONTROL accepts the second deliverable of the SESAR Definition Phase Contract
- **September 2007:** EUROCONTROL accepts the SESAR ATM Target Concept
- **April 2008:** EUROCONTROL agrees the SESAR Master Plan and the 2008-2013 Work Programme
- **June 2008:** revision of the SES regulations were adopted under the name of [Single European Sky second package \(SES-II\)](#)
- **October 2008:** The European Commission endorses the SES data-link services implementing rule drafted by EUROCONTROL which will see full-scale implementation of data-link services across Europe by 2015
- **November 2008:** EUROCONTROL's 38 Member States adopt an ambitious reform package to modernise the Organisation and to respond fully to the objectives of the Single European Sky

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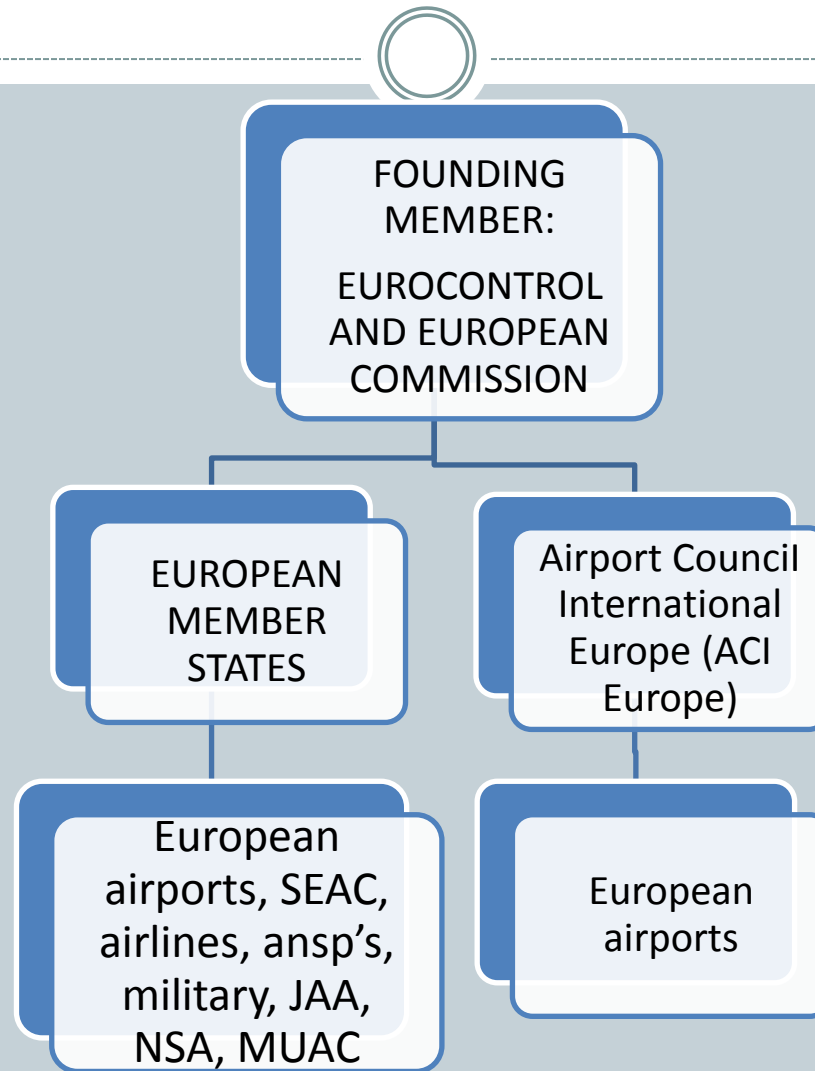
A lot happened since 2009!



- **March 2009:** EUROCONTROL welcomes the endorsement of the second Single European Sky package by EU Transport Ministers, following adoption by the European Parliament
- **End 2009:** the SES II legislative package enters into force
- **July 2010:** [Commission Regulation \(EU\) No 691/2010](#) of 29 July 2010 laying down a performance scheme for air navigation services and network functions and amending Regulation (EC) No 2096/2005 laying down common requirements for the provision of air navigation service
- **September 2010:** EUROCONTROL accepts the designation by the European Commission as the Performance Review Body under SES II
- **July 2011:** [Commission Regulation \(EU\) No 677/2011 of 7 July 2011](#) laying down detailed rules for the implementation of air traffic management (ATM) network functions and amending Regulation (EU) No 691/2010
- **July 2011:** [European Commission Decision \(C\(201\) 4130 final\) nominates EUROCONTROL as Network Manager](#)
- **December 2012:** EUROCONTROL and European Commission sign High Level Agreement on enhanced cooperation
- **March 2013:** Revised performance and charging regulation adopted
- **May 2013:** [Commission Implementing Regulation \(EU\) No 390/2013](#) of 3 May 2013 laying down a performance scheme for air navigation services and network functions
- **June 2013:** [Publication of SES2+ legislative proposal](#)
- **March 2014:** [European Parliament adopts SES2+ proposal](#)

Which stakeholder plays which role?

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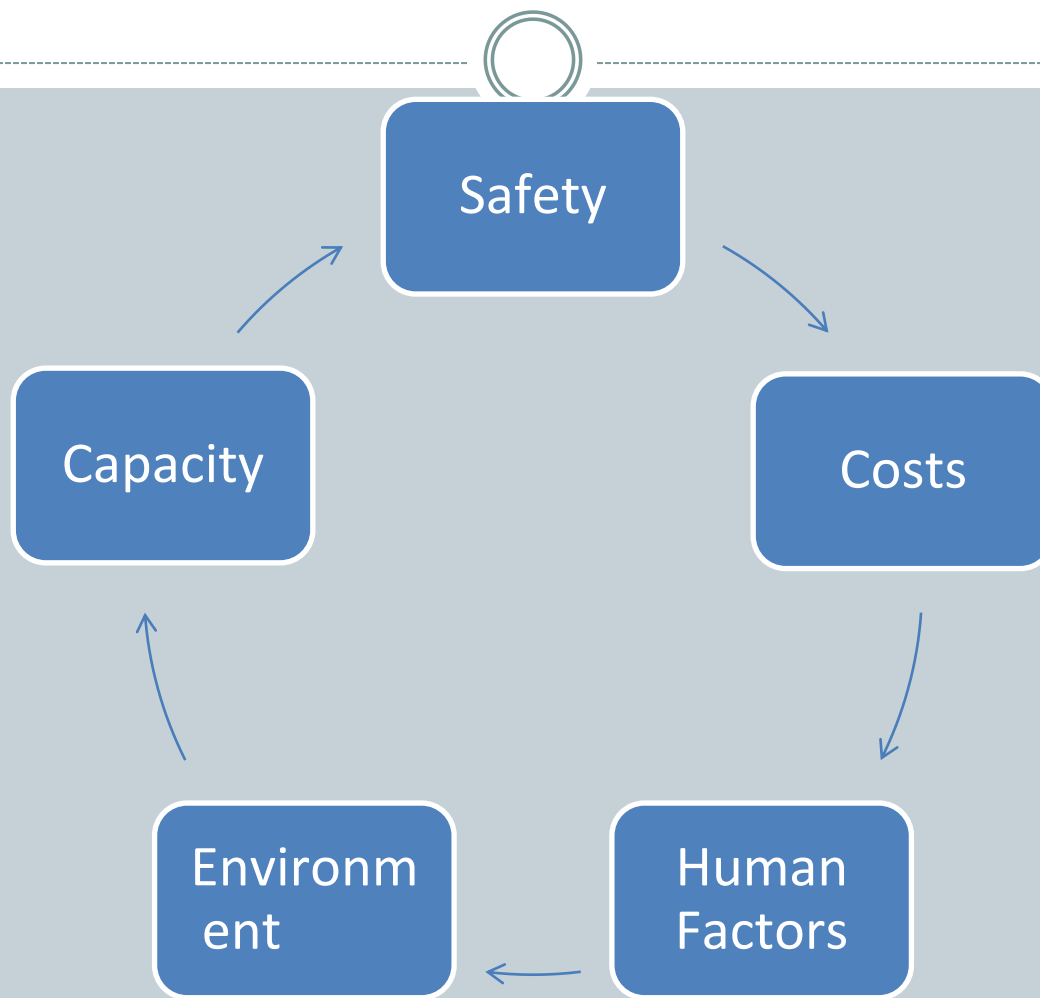
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Single European Sky: a theoretical program?

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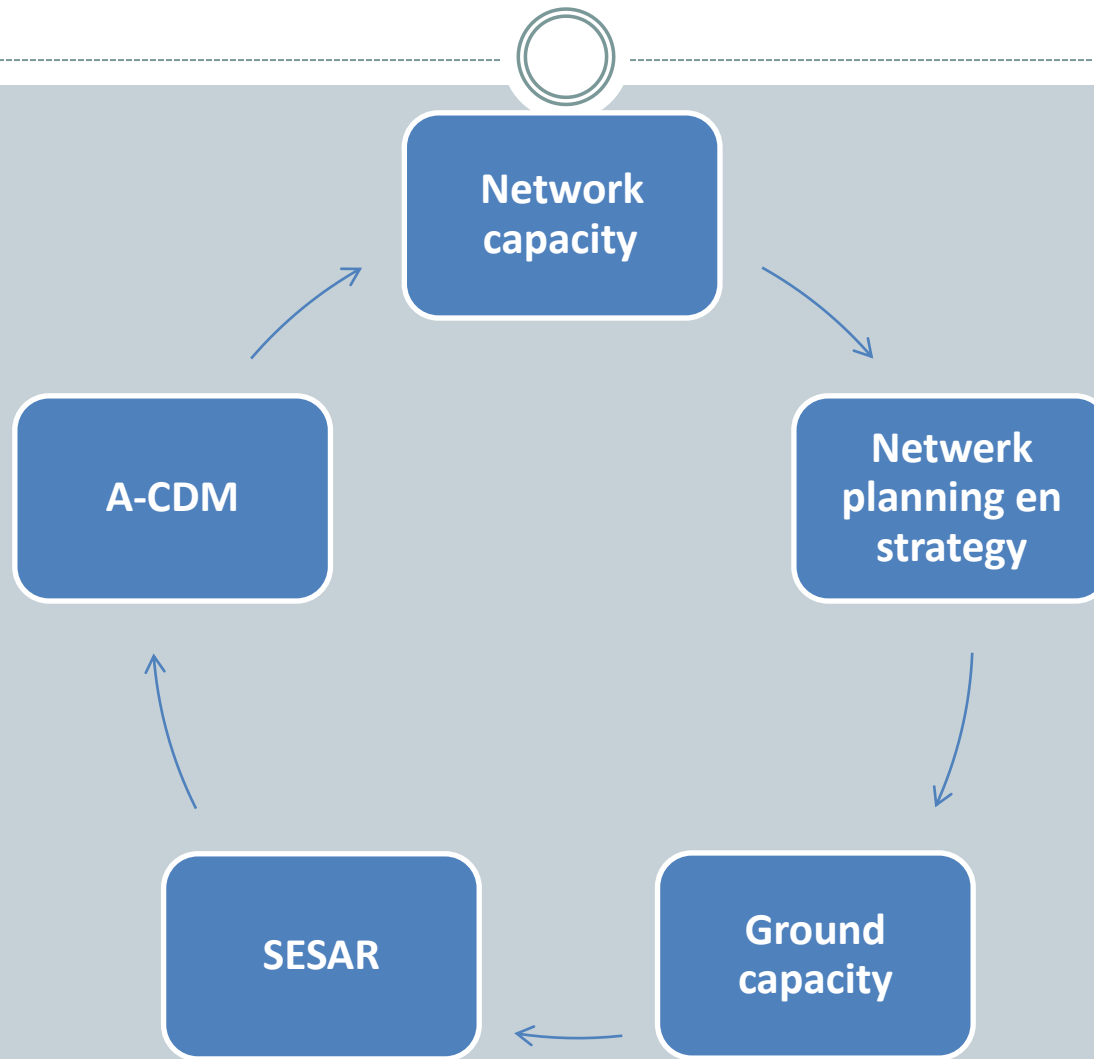
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Or an operational program?

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And then?



- Will airports be overruled?
 - Swim or don't, but you will sink?
 - Are airports ready to swim?
 - How to swim?
 - Who else is swimming in the pool?
 - Are they happy swimmers, just like you?
 - Do they want to swim the same lane or next to your lane?
 - Are you swimming in competition or for compliance?

The finals



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Accomplishments



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Accomplishments



- **T** Harmonisation regulation
 - Establishment EASA
 - Network Management
 - Collaboration EU aviation authorities
 - Establishment Functional Airspace Blocks (FAB)

- **BUT**

It's not all that

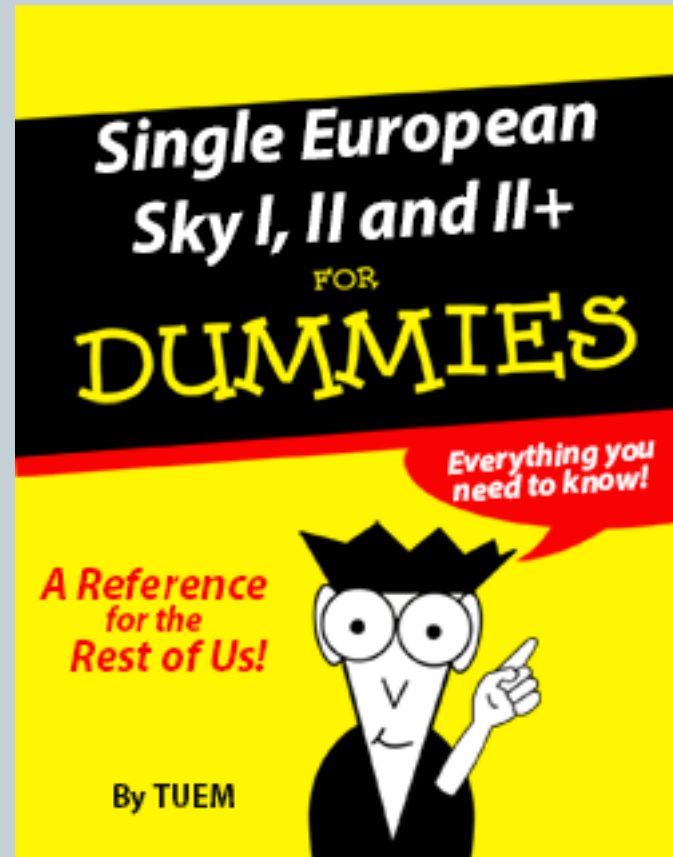


- Member states embrace their current sovereignty and authority;
 - As goes for military
 - ANSP's find it difficult to....give up preferences and work together with new partners in FAB
 - Airports are facing network strategy and planning that may have an effect on their business
 - New European Parliament + European Commission
- AND
- No concrete results

Launch of Single European Sky II and SESAR 2020



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What's next?



- Airports need to reconsider their positions under Single European Sky with regard to regulation from Brussels on:
 - network strategy, network planning, operations planning, collaboration with other airports, national stakeholders,
 - **in order to enable growth both in the air and on the ground.**

BUT



- There is happening more in the world
 - And in the aviation and airline industry
 - Next Gen
 - Growth new economies, gulf carriers
 - New business model voor LCC
 - Etc
-
- Ilona Crommentuijn, Vice President WALA,
Legal Counsel Aviation Schiphol Group (Amsterdam
Airport Schiphol)

Read the book! 😊



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Chapter 23: 'SESAR: the path sofar and the road to take', by Ilona Crommentuijn

Achieving the Single European Sky.
Goals and Challenges
Edited by: Pablo Mendes De Leon,
Daniel Calleja Crespo
September 2011, ISBN 9041137300
ISBN 13: 9789041137302
440 pp. Hardcover
USD price: \$162.00

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