



Single European Sky



ICB meeting
Functional
Airspace Blocks
Presentation
Brussels

27th March 2007



Directorate-General for Energy and Transport



Single European Sky The Communication

- Why this communication?
 - Beauty contest ?
 - Eurosong festival: ... Belgium: zero points!
- Maintain momentum:
 - FAB is a complex issue
 - Requires major efforts of all stakeholders

Express Commission's expectations by the end
of 2008





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The myth and mystery behind FAB

- Definition: Art. 2.25 FWR
- Airspace block based on **operational** requirements
- Reflect the need to ensure **more integrated management** of the airspace
- Regardless existing boundaries





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The myth and mystery behind FAB

- An airspace project or something more?
- Read together Art. 5.2 ASR together:
 - Art. 1 FWR: Objectives
 - Art. 2.25 FWR: Definitions
 - Art. 2 SPR: agreements between NSAs
 - Art. 8 SPR: certification
 - Art. 9 SPR: designation
 - Art. 10 SPR: relation between ANSPs

....and the logic of Community intervention





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The myth and mystery behind FAB

Airspace project?

Background:

- HLG SES: fragmentation
- Traditional recipe: liberalisation
 - *Market*
 - *Consolidation*
 - *More efficiency through economies of scale*
 - *To the benefit of EU citizens*
- How apply it to ATM?
 - *Natural monopoly*
 - *Service of general interest*





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The myth and mystery behind FAB

- Market ↔ Certification and designation -
Possibility to unbundle
Possibility to avail of services
- Consolidation ↔ Integrated management
- More efficiency ↔ Value added
- Customers benefit ↔ Functional





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Integration of management

- **FAB = toolbox to tackle fragmentation:**
 - **Institutional:** framework, pol support, users' interests
 - **Political and oversight:** pol support, NSA cooperation
 - **Corporate:** form of integrated management, staff involvement
 - **Legal:** liability, soeverignty, just culture
 - **Airspace – operational:** flight efficiency
 - **Technical – system:** integration of procurement, maintenance, operations - SESAR
 - **Human resources:** common competencies, social dialogue structures





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Integration of management

Format of integrated management of airspace:

- Process of integration
- Relative to state of technical possibilities

It must function:

- Safer
- More functional
- More efficient: overall added value, including optimal use of technical and human resources, on the basis of cost-benefit analyses





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Integration of management

Challenges:

- Create win-win situations avoiding costly transition
- Create governance structures which balance interests of all airspace users and drive towards better performance
- Create forms of integrated management which have the power to decide on sharing benefits and burden
- Be ambitious: ATM at the service of a strong and competitive aviation industry with substantial and timely results

