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INFORMATION NOTE

From:	General Secretariat of the Council
To:	Delegations
Subject:	High Level Conference: Implementing Single European Sky - the way forward (Budapest, 3-4 Mach 2011)
	- *Information from the Presidency*

Delegations will find annexed conclusions of the High Level Conference on the implementation of the Single European Sky, held in Budapest on 3 - 4 March 2011. This item will be examined under "Any Other Business" at the meeting of the Council (**Transport**, Telecommunications and Energy) on 31 Mach 2011.

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**Conclusions of the High Level Conference
on the Implementation of the Single European Sky
Budapest, 3 and 4 March 2011**

"BUDAPEST CHARTER"

The High-Level Conference on the implementation of the Single European Sky took place at Budapest on 3 and 4 March 2011 and was jointly organised by the Vice-President of the European Commission, Mr Siim Kallas and the Minister of State for Infrastructure, Ministry of National Development of Hungary, Mr Pál Völner.

The Conference was widely attended by about 300 participants from the EU and non-EU aviation community, interested in the implementation of the Single European Sky, more particularly in the new integrated regulatory approach, the "gate-to-gate" perspective, the development of the functional airspace blocks and the pan-European dimension.

Speakers representing the key stakeholders contributing to the implementation of the Single European Sky exchanged views which triggered a range of short and long-term proposals for the implementation of this far-reaching project. These concrete and realistic proposals are consolidated in the present document, endorsed by the participants as the "**Budapest Charter for the implementation of the Single European Sky**".

The Budapest Conference will hopefully be seen in a the future of an essential milestone in building the Single European Sky. But it also saw the signature of the Memorandum of Cooperation between the European Union and the United States of America in civil aviation research and development and its first annex on SESAR-NextGen interoperability.

The European States and organizations responsible for air navigation services and air traffic management have decided in 2004 to design a single airspace to support users to fly more efficiently in Europe. Such an ambitious goal has to be achieved through successive milestones.

By 4 December 2012, Member States have to ensure the implementation of functional airspace blocks which are key enablers for enhancing cooperation between air navigation service providers, in order to improve the overall performance of the European air transport system.

The Spanish Presidency of the European Union succeeded in delivering at the High-Level Conference held in Madrid in February 2010 a roadmap for the implementation of the Single European Sky regulatory framework, indicating clear time lines.

At Budapest, the representatives from the sector identified tangible and effective measures to be taken in line with the roadmap. Particular emphasis was put on the expected summer traffic delays. Air navigation service providers, airports and airspace users made clear that they expect immediate actions at network, functional airspace block and local level to anticipate and mitigate their impact for the European air transport industry.

In relation to the network level, particular attention was drawn to the benefits of an urgent commencement of the operations of the Network Manager. Measures defined by the Network Manager shall be elaborated with the ultimate goal to meet performance targets established at European Union level. The nomination of Eurocontrol to perform this function clearly offers the possibility of extending its benefits beyond the European Union and ECAA States, to all EUROCONTROL member states. Participants also underlined the need to envisage appropriate governance and funding mechanisms for the deployment of the SESAR technologies and raised the need to ensure an alignment between air traffic management and airport capacity objectives.

Among the milestones towards the emergence of a single governance for the Single European Sky, a revision of the relationship between the European Union and Eurocontrol was also considered as crucial, possibly in the form of a High-Level Agreement.

The following Charter identifies concrete and effective measures to be taken by the relevant stakeholders. Among others, the list includes the very short term operational measures necessary to anticipate and mitigate the expected summer air traffic delays.

The European Commission is invited to:

- Focus its efforts on oversight, notably in relation with the performance scheme, the network functions and the establishment of FABs;

- Ensure that the Network Manager starts to operate urgently on a provisional basis and propose immediate measures to anticipate and mitigate expected summer traffic delays, establishing the basis for a report to the Transport Council in June 2011; the Network Manager should be encouraged to use all available tools, including, if available, applications for civil-military airspace management;

- Prepare additional key performance indicators for the second reference period of the performance scheme, notably for air navigation services at and around airports, as well as in the safety domain;

- Present by mid-2011 a proposal to the Council for the preparation and transition to the SESAR deployment phase emphasising its governance and funding, in line with Council Resolution on the endorsement of the European ATM Master Plan of 30 March 2009;

- Monitor, through the Network Manager and the EU Observatory on airports, the issue of airport capacity and develop a strategy allowing to align ATM capacity objectives with airport capacity objectives;

- Explore, in the framework of the SES regulatory framework under development and the forthcoming airport package, ways to ensure a better efficiency of ground operations at airports and the possibility of reconciling ATFM and airport slots;

- Develop a "Mobility Plan" for travellers on innovative perspectives for crisis resolution, such as co-modality;

- Establish a link between reporting (such as ESSIP[1]), performance and technology deployment mechanisms.

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[1] European Single Sky Implementation Programme

States are invited to:

- Effectively implement SES, in particular the **performance scheme** and **FABs;**

- Reinforce the capability of their national supervisory authorities in exercising proper oversight responsibilities, through provision of sufficient resources;

- Encourage delegation of ATS to air navigation service providers of neighbouring States to tackle the ATS tasks exceeding the air traffic controllers' capacity;

- Facilitate the deployment of SES technologies and procedures which will contribute to the achievement of performance targets;

- Strengthen their ability to react rapidly to network crisis at national level;

- Contribute to the elaboration of a regional approach for the external dimension of Single European Sky in view of the ICAO ANC Conference expected in 2012;

- Ensure active involvement of the military in the implementation of the Single European Sky.

As regards Functional Airspace Blocks it is necessary to:

- Accelerate the establishment of defragmented FABs and provide appropriate resources to achieve this objective at the latest by 4 December 2012;

- Foster closer cooperation at all levels in the FAB between States, national supervisory authorities and air navigation service providers for GAT and OAT;

- Air navigation service providers should aim at delivering concrete early benefits;

- Develop effective cooperation with their neighbouring FABs and third countries;

- Consider the preparation of joint performance plans;

- Contribute to the achievement of the network performance targets;

- Implement the ATM Master Plan in a coordinated manner, for instance through the use, and where appropriate the common procurement of standardised systems;

- Establish mechanisms of social dialogue at FAB level.

National Supervisory Authorities are invited to:

- Address resources shortages through pooling (or preferably integrating their manpower, structures and expertise), primarily at FAB level.

Air Navigation Service providers are invited to:

- Assess their immediate needs;
- Commit to the identification and implementation of immediate measures necessary to mitigate the impact of next summer traffic delays;
- Fully cooperate with the network manager to enhance the capacity of the network from a "gate-to gate" perspective; and in particular to improve the coordination for ATM system upgrades in order to avoid accumulation of capacity shortages at the same time;
- Reduce costs, increase their capacity and flight-efficiency through wise investments and optimal route and airspace design, in coordination with the network manager, whilst enhancing the level of safety and protecting the environment, in order to ensure that the EU-wide performance targets are met; and in the frame of the performance scheme, to develop the risk-sharing mechanism with the stakeholders;
- Be ready to react immediately to possible future network crises, in coordination with the European Aviation Crisis Coordination Cell;
- Ensure timely deployment of the European ATM Master Plan (IP1) and prepare the deployment of SES technologies and procedures from the SESAR Development Phase;

Social partners are invited to:

- Contribute to efforts to tackle the possible summer crisis, and in perticular to help develop proposals on controllers' mobility, at European or FAB level;
- Help develop a more effective and efficient social dialogue notably at FAB level and contribute to the work of the Expert Group on the social dimension of SES;
- Engage in the preparation of the strategy for deployment of new technologies;
- Continue to promote a 'just culture' for accident and incident reporting at national, FAB and /or European level.

Airports are invited to:

- Contribute, in the context of the gate-to gate approach of the Single European Sky, to the performance scheme, in particular to the development of performance KPIs and targets for airports for the second reference period;
- Promote and implement collaborative decision making;
- Optimise the use of available capacity from airport slot allocation to ground operations;
- Provide capacity information to the Network Manager;
- Contribute to strategic planning and coordination through the Observatory on Airport Capacity;
- Play an active role in the deployment of SES new technologies and procedures;
- Contribute to the work related to the integration of the ATM component in the coming "airport package".

Airspace users are invited to:

- Make use of all available capacity in an optimal manner;
- Support performance at airports, by providing the required data in the first reference period of the performance scheme, and by elaborating specific indicators for the second reference period;
- Implement the measures recommended by the Network Manager, such as greener trajectories;
- Play an active role in the deployment of SES technologies and procedures and the European ATM Master Plan;
- Participate actively in consultation processes.

European institutions/organisations (EUROCONTROL, EASA, SESAR-JU) are invited to:

- Help to rationalise the institutional architecture of the European ATM system to deliver the Single European Sky objectives, interconnect the existing aviation bodies and create synergies to make the best use of available expertise;
- In particular, to revise the relations between the European Union and EUROCONTROL, to recognise the latter as the 'implementing arm' of the Single European Sky and consolidate these relations, possibly in the form of a High-Level Agreement;
- Examine the need to review the societal goals included in the ATM Master Plan;
- Ensure all European safety ATM/ANS tasks under the responsibility of a single framework (EASA).

<u>Conclusions</u>

Participants to the Conference invited the next EU Presidencies to assess the progress made on the concrete measures proposed above and to review – and as necessary revise – this Charter.

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