

Proposal for Single European Sky II: Towards more sustainable and better performing aviation – Citizens' Summary

The Air Traffic System ensures the safe and smooth organisation of air traffic in our airspace. In addition to the core air traffic control services, it consists of a range of other services, such as meteorological, communications, surveillance or aeronautical information services. The current European system handles some 28000 daily commercial flights in addition to a wealth of other traffic.

What is the problem?

- The European air traffic management (ATM) system is not performing as well as some of its counterparts elsewhere in the world. This costs an additional €2-3 billion every year.
- Every link in the aviation chain has to do its part for the environment. The contribution of air traffic management needs to be strengthened.
- The current excellent safety levels need to be maintained and even improved despite growing traffic and congestion.

What is the proposal?

- To set binding performance targets for air navigation service providers
- To improve governance and ensure that tasks that can best be done at European network level are decided upon at European level.
- To update the original Single European Sky legislation of 2004 to take into account the lessons learned and evolution of the industry.
- To support a technological revolution of current air traffic management systems through the SESAR (Single European Sky ATM Research) program
- To broaden the competences of the European Aviation Safety Agency (EASA) to air traffic management and airports, thus ensuring a total system approach to aviation safety.
- To integrate airports within overall capacity planning to ensure consistency.

What are the benefits?

By 2020, the benefits will be:

- Potential annual savings of €2 billion Euro compared to the current situation, with scope for more savings in the long run.
- Performance of Europe's air traffic management system on a par with the best in the world, despite the EU having a very congested and complex airspace.
- Cap on the growth of emissions per flight associated with air traffic management.
- All links in the aviation chain integrated within a single framework governing safety, capacity and performance.

Who will benefit?

- All citizens will benefit from lower greenhouse gas emissions per each flight.
- All users – whether passengers, freight forwarders, military or private aviation – will benefit from better service at lower cost and higher safety levels.
- European manufacturing industry will benefit from being at the forefront of the technological revolution, enabling it to compete favourably in world markets
- Due to fewer delays and lower economic and environmental costs, the proposal will promote mobility and travel.
- New jobs will be created in the aviation industry overall by giving it a license to grow.

How much will it cost me?

- The new system will not cost the flying public anything directly, but will help to contain the cost of flying.
- The industry, European Commission and the Eurocontrol organisation team up to invest 2.1 billion in the development phase of the SESAR programme, but the investment will pay back when the new technologies are implemented. Furthermore the industry is expected to invest over 20 billion during the deployment phase of the program, in order to secure the benefits derived from it.

How can the proposal help me change my behaviour?

- Due to less delays and lower economic and environmental cost the proposal will help mobility and allow people continue to travel.
- New jobs are created in the overall aviation industry by securing a license to grow.

When will the proposal come into effect?

- It is expected to come into effect in 2010