BUDAPEST HIGH-LEVEL CONFERENCE

"Implementing Single European Sky: the way forward"

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SES AS A PAN-EUROPEAN OBJECTIVE

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Outline

• Introduction: the Pan-European dimension
  — Geographical perspective
  — Political perspective
  — Functional perspective
• The benefits of the SES for non-EU ANSPs
• A Pan-European Approach of the SES:
  — The Cultural Challenge
• Pan-European Functions and the complexity of the European ANS System
• Expectations from non-EU ANSPs
• Conclusions
The benefits of the SES for non-EU ANSPs
Pan-European Functions and the complexity of the European ANS System

• One of the major challenges of the SES is to reduce the complexity of the European ANS system
  — Defragmentation of the European airspace
  — Complexity of the regulatory framework
  — Complexity of the regulatory material
• The deployment of Pan-European Functions must be thought in such a way that it contributes to the reduction of the complexity
A Pan-European Approach of the SES: The Cultural Challenge

• The ANS culture of self-limitation and self legitimacy
• The deployment of Pan-European functions does not necessarily imply the establishment of central structures, but in some instances (e.g. Network Manager) the creation of such structures will be key success factors for the performance of the European ANS system
• The set-up for organizations for the provision of central functions is critical for their effectiveness and acceptance within the ANS community
  — Full and effective involvement of all EU and non EU stakeholders
  — Neutrality
  — Authority
• FABs can/must play a key role in the shaping of Pan-European functions
Expectations from non-EU ANSPs

• A mutual interest approach
• Level Playing Field
• Full and effective involvement in the shaping and the management of the SES:
  — Definition phase
  — Decision phase
• Pragmatism or legalism?
Conclusions

• Mutual interest of EU and non-EU States for a Pan-European approach of the Single European Sky
  — Pragmatism to prevail over legal obstacles
  — Legal framework to enable a Pan-European SES, and not to predetermine its limits
• The need for a deep cultural shift
• The need for a sharp reduction of the complexity of the European ANS system
• Quick Wins?
  — Network Manager is a priority, but benefits are only to come in the mid-term
    • Rapid response to capacity constraints
  — ATCO Mobility
Conclusions

• "One of the primary challenges of the 21st century should be to reassess the meaning of State sovereignty for international air transport which should be global, competitive, safe and economic."

— M. Milde, former Director, Legal Bureau of ICAO and former Director of the Institute of Air and Space Law, McGill University, Montreal