Towards a Single European Sky:
The High Level Group report

Short presentation

December 2000
Towards a Single European Sky
A continued urgency: Traffic Growth

7.0 Mio Flights 1997 8.0 Mio Flights 2000
11.9 Mio Flights 2010 15.8 Mio Flights 2020

Flights 150 or more
Flights 100 to 150
Flights 50 to 100
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One flight out of five still is delayed
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Average delay still exceeds twenty minutes
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Why is action necessary?

Air transport delays increase constantly and significantly

Harmful consequences of delays:

- **Cost**: higher than the price airlines pay for en-route service
- **Airline operations are increasingly sensitive**: hub and spoke networks are vulnerable to delays
- **Cost effectiveness**: no incentive for value for money
- **Credibility of air transport liberalisation**: lower fares and increased travel opportunities are hurt by delays
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**EU Objective:** Fewer delays

**Objective of the High Level Group**
- not to decide on the privatisation or liberalisation of air traffic control
- not to replace EUROCONTROL

**BUT**

- increased capacity
- reduced fragmentation
- synergy with Eurocontrol

Safety being the priority concern
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Diagnostic: What goes wrong?

Air Traffic Management architecture reflects historic structures:

- Staff shortages:
  - new controllers needed

Service provision supply driven:

- Delays
  - all stakeholders should collaborate and commit themselves

Limitations to international coordination:

- we need decision-making and enforcement processes to guarantee seamless services
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European Airspace is complex

European Civil Aviation Conference

Airspace Organisation
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*Member States organise their airspace differently*

**Current Airspace Organisation**

*Examples of how 2 Member States organise their airspace*

Colors and letters represent different classification for airspace which determine the nature of Air Traffic Control services provided.
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Better integration with the military dimension

Airspace restrictions within the core area for flight level >195 on 9/11/99
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High Level Group Conclusions

Orientations for actions

• Effective, consistent regulation across the EU
• Need for a strong EU regulator: independent, with sufficient resources. Would set-up ambitious safety objectives.
• Airspace as a common resource: accessible by all users, civil and military, starting by the upper level. A concrete participation of military authorities should be organized through Common Foreign and Security Policy mechanisms.
Orientations for action

- **Progressive combined management of military and civil traffic: An adapted and renovated technology:** new technologies should be introduced, the interoperability of systems should be enhanced.

- **A coordinated human resources policy.** Staff recruitment, training and mobility should be stimulated.

- **Institutional synergy between the EU and EUROCONTROL:** EU reglementary power combined with the technical expertise of EUROCONTROL. Accession of the EU to EUROCONTROL must be pursued.

All these actions should have enhanced safety as a priority concern.
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Timetable

- High Level Group report
- Follow-up Commission Communication
- European Council
- Legislative proposals
- Accession to Eurocontrol
- Full application

November 2000
January 2001
March 2001
Spring 2001
End 2004

End 2004