Institutional Matters

Various actors have tried to resolve the problems of European air traffic management over the years. One consequence of this has been that there are currently competing actors at EU and broader European level, with overlapping responsibilities causing poorly co-ordinated projects, regulations and implementation of new concepts of operations.

As part of the SES2+ package the Commission has discussed a more rational division of work with the Eurocontrol organisation and the European Aviation Safety Agency (EASA), to ensure each organisation can focus on its relative strengths:

**The Commission** will focus on economic infrastructure (performance schemes, charging, SESAR, FABs etc.) and on its role as the guardian.

**EASA** will focus on its role to co-ordinate, and ensure the drafting and consultation of proposals for technical rules spanning all aviation sectors. It will also continue to oversee pan-European service providers and standardise criteria of the Member States to ensure implementation is of high quality everywhere.

**SES 2+/ATM**

**Eurocontrol** will focus its operations on operational matters, whereby it can bring its operational expertise and unique central position to improve the Network Management Services as well as support the implementation of SESAR. These services will be strengthened and expanded to ensure maximal benefits for the national service providers and airspace users.

**The National Supervisory Authorities** will be given more independence and better resources to ensure that they can carry out the oversight of air navigation service providers.
Legal background

The first Single European Sky legislation established EU competences on air traffic management. The European Parliament and Council adopted the four basic regulations in 2004 in what is known as the "SES I package". The legislative package adopted in 2004 comprised four basic regulations, which reinforced safety and fostered the restructuring of European airspace and air navigation services:


II. The Service Provision Regulation (EC No 550/2004) - on the provision of air navigation services in the Single European Sky.


One regulation on the Single European Sky 2+

This framework is today supplemented by more than 20 lower level Implementing Rules and Community Specifications ("technical standards") adopted by the European Commission. The four Regulations adopted in 2004 were revised and extended in 2009 with Regulation (EC) 1070/2009 aiming at increasing the overall performance of the ATM system in Europe ("the SES II Package").

The purpose of the current SES 2+ initiative is to fine tune and finalise some elements of the SES II package, but retain the same high-level policy objectives and choices. In addition, the SES II+ package will simplify the legislation by eliminating certain overlaps in the existing framework.