The role of the Commission

The Commission drives the process and works closely with industry through the Industry Consultation body and with social partner organisations in the Social Dialogue Committee. More detailed rules, so-called 'implementing rules', can be adopted together with the Single Sky Committee. This committee represents both civil and military interests of the Member States; non EU countries which are part of the European Common Aviation Area, are observers.

For the preparation of rules, the Commission relies on different bodies. EASA, the European Aviation Safety Agency, provides advice on technical matters spanning all aviation sectors. Eurocontrol brings additional technical air traffic management expertise to both EASA and Commission. Standardizing bodies ensure that technical industry standards are globally interoperable. For performance regulation, the Performance Review Body advises the Commission on the safety, capacity and cost-efficiency targets for service providers.

EASA - an European Agency

EASA1 is a European Union Agency and it is responsible for technical regulation in aviation, with a special focus on safety. Its regulatory activities cover equipment, personnel and operations on board and on the ground. It also supports implementation through a system of inspections of the national authorities. Furthermore the agency is also responsible for direct oversight and certification of pan-European service providers, such as EGNOS or the Network Manager. EASA's scope of activity has progressively been enlarged. With SES 2+ EASA is going to be more clearly in charge of co-ordinating and the drafting of all technical regulations, supporting the national authorities and the oversight of both national authorities and pan-European service providers

http://easa.europa.eu

Eurocontrol

Since its establishment in 1960, Eurocontrol1 has been entrusted with regional service provision and network functions, like central flow management. Consequently the organisation disposes of an outstanding experience in operational matters. The single sky allows for a synergy between Eurocontrol's expertise on network operations and the regulatory powers of the Community.

In 2002 the Union became a member of the Eurocontrol organisation. The Commission plays an active role in helping its governing bodies focus the organisation on its core functions to strengthen the management of the network. To this end, the industry, Air Navigation Service Providers, airlines, other airspace users etc, should be given an appropriate role in the governance of pan-European services to allow the organisation to evolve in line with industry developments and to reflect users' needs. The organisations current and future roles are support of the SES initiative and increasingly focusing on operational tasks through the Network Manager, support to SESAR deployment and the performance scheme.

SESAR JU research program for the future of the Single European Sky

SESAR JU is an air traffic management research programme and it provides the technology required for the future Single Sky. It also aims to modernise infrastructure and raise efficiency by optimising capacity - and so enable the SES to become a reality. The SESAR Joint Undertaking manages private and public research efforts (€ 2.1 bn for the 2008-2016 period) to develop the technologies for the future air traffic management system. The Joint Undertaking pools the hitherto fragmented and overlapping efforts together to speed up the pace of innovation. The Joint Undertaking is governed by all aviation stakeholders. The Commission will use its regulatory powers to synchronise deployment together with a deployment manager, which is just being developed under Regulation (EC) No 409/2013.
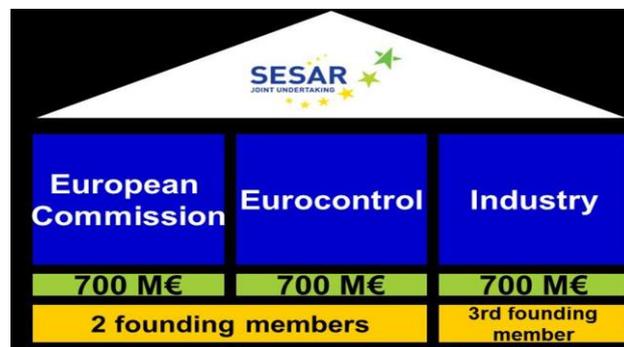
The new role of the Network Manager

SES 2+ will strengthen the role of the Network Manager to run centralised services in Europe in a more efficient way. The Network Manager was created by the SES II package and the Network Management implementing rule to perform four initial services, which are best exercised at Network level. These functions are:

- Air Traffic Flow Management (ATFM)

- Route design

- Co-ordination of radio frequencies amongst radio stations

- Co-ordination of radar transponder codes

Further to these it also hosts the European crisis co-ordination cell. The rules also foresaw the possibility to extend the functions further, in particular to tasks linked to the SESAR Master Plan. Already in its current shape, it carries some important sub-tasks and for example the Network Strategy Plan and Network Operations Plan have become important reference documents for operational planning.

Under the SES2+ basis and in discussion with Eurocontrol, up to ten centralised services have been considered to be established by the Network Manager in the period 2013-2017. Whilst no decisions have been made on any of them and the plans are at best feasibility studies, the idea is to avoid multiplication and lower in particular the cost of SESAR deployment, which introduces numerous new technologies and requires rationalised deployment. So far 8 candidate services have been identified, with 2 more being studied: Airport slot/flight plan correlation; 4D trajectory planning; Military airspace reservation booking; Digital flight briefing (expanded EAD); Centralised surveillance tracker service; Management of scarce resources; RVSM height monitoring stations; and an Integrated ground communications service (PENS). Furthermore certain upcoming data driven ATM services are being considered for rationalised implementation through the provision of centralised services at network level. The new services will either be provided internally, or through operational tendering to industry.

Future plan is also to reform the Network Manager as a self-standing service provider. To this end the Network Manager should be set up as an industrial partnership to ensure proper industry input into running its own services.