

**Address for the ICAO GATM
Bo Redeborn, Principal Director EUROCONTROL**

Ladies and Gentlemen: good morning. I am speaking to you on behalf of EUROCONTROL's Director General, David McMillan who regrets that another engagement prevents him from being with us today.

You'll agree, I'm sure, that Marshall McLuhan's "Global Village" is growing smaller and smaller these days.

The internet and mobile telephony are probably mostly responsible for our shrinking planet - but it is undeniable that aviation is also helping to dissolve the boundaries between nations.

Air Traffic Management is no longer the exclusive domain of a State - or even a region. It now has to be organised on a global level and this forum will help chart the global way forward.

In his seminal work, "Understanding Media" McLuhan talks of the "aspiration of our time for wholeness, empathy and depth of awareness".

This is a neat description of the essence of good collaboration: we need common aims; excellent understanding of the issues that confront all parties and determination to move forward as one.

There are, of course, many challenges facing us. Perhaps the biggest for Europe and North America is the sheer density of traffic - and the prospect of sustainable continued growth.

Because even if the recent economic downturn has slowed growth by minus 6% this year - from what we see so far - we are all pretty sure that traffic will return, and return in strength.

This being the case, innovative solutions to address safety, flight efficiency and capacity issues are needed - and needed fast.

Increasing numbers of aircraft are going to move more quickly and more frequently across the globe with as limited impact on the environment as possible.

So ATM in the future will require more than advanced tools and procedures.

It will need very high levels of collaboration between stakeholders - and these stakeholders are going to become increasingly interdependent.

Both the FAA and ourselves are firm believers in SWIM - system-wide information management.

In order for SWIM to work properly, we need a far greater degree of interoperability to allow, in particular, for real-time data interchange.

This is where one of our greatest challenges lies in Europe.

We are converging systems and procedures in Air Traffic Management across a wide number of States - and, in case you did not know, EUROCONTROL's members currently number 38.

But there are still wide gaps in interoperability in general and, more specifically, in civil-military interoperability.

We're working on that in EUROCONTROL - and we have developed some useful tools that you can examine in the lunch break. LARA, PRISMIL and CIMACT will all do their bit to improve planning, increase shared situational awareness and assess the performance.

Another project that we are proud of is the Flexible Use of Airspace Concept that has successfully opened up segregated airspace to civil users when not needed. This concept has been introduced progressively over the last decade and has recently become a firm regulation in the EU countries. In fact, we published a EUROCONTROL Specification for the application of the Flexible Use of Airspace in January this year to assist states in applying the concept correctly.

The Network Operations Plan has been around for some time but it is gradually being refined and improved. It is essentially a collaborative planning exercise in which the military incorporate their forecasted planning of airspace needs. The plan gives a complete and reliable overview of the flow planning and capacity situation, ranging from strategic planning to real-time operations.

We are also exploring capacity issues at military aerodromes, drawing on our extensive experience in this field with civil airports. We are currently drawing up guidelines for joint civil-military use. Again, you see, we aim at developing practical, useable, *useful* tools that can be adopted quickly - and that will quickly bring results.

But looking at matters with a broader perspective, we all agree that cooperation is vital.

It goes without saying that we simply can't afford incompatible development in aviation on a global scale: we must make sure that we share the same stringent requirements for technology, equipment and processes.

While aviation does not need identical systems, the systems do need to be compatible; they need to be interoperable.

And so deep, committed cooperation is the only way forward.

I know that by your presence here today that you, too, are right behind a concerted approach.

Of course, there is a lot of ground to cover but I believe that through dialogue and sharing, we will arrive at greater understanding and trust – and that this will lead us to real breakthroughs and genuine progress.

Ladies and Gentlemen, I wish you a most instructive forum and look forward to the real results that I know will emerge.