

Ladies and gentlemen,

Introduction - Single European Sky and SESAR as the backbones of European ATM modernization

We all know that **ATM** network and its related infrastructure are the backbone for the development and the operation of the air transport sector in a gate-to-gate approach.

In Europe, as well as elsewhere, both operators as well as policymakers came to the conclusion that the existing ATM system and the technology that underpins it needs to be renewed in order to rise to the challenges of the future, and to enable a truly co-ordinated gate-to-gate approach that provides a network more responsive to users needs.

In Europe this understanding has lead to the establishment of the Single European Sky (SES) legislation that aims to ensure a harmonised regulatory framework for Air Traffic Management (ATM) for the whole European region and to ensure the timely application of the same standards in all 27 Member States of the European Union, as well as in a number of other associated states surrounding the EU (38 States currently in total).

The second major part of that policy is the creation of an associated technology programme called **SESAR (Single European Sky Air Traffic Management Research)** which in essence constitutes the European air traffic control infrastructure modernisation programme

Importance of Military Involvement

The Single European Sky and SESAR have been developed as a full part of the European transport policy. However, the involvement of Defence partners in the whole operation I just outlined has been identified at the earliest stage of the developments as an essential element of success.

The military is an instrument to execute State's obligations in support of national policies and international agreements. To fulfil these commitments, European Union Member States require keeping full capacity of action and sufficient level of preparedness for their armed forces. Providing military with a permanent access to the airspace without discrimination and sufficient airspace for adequate education and training is therefore essential.

It is important to note that the implementation of the Single European Sky legislation is without prejudice to the sovereignty of the EU Member States over their airspace and to the requirements of the Member States relating to public order, public security and defence matters.

For this reason, a direct and efficient dialogue between civilian and military airspace users is deemed necessary at the national level in each of the EU Member States.

However, also at European level it was and is deemed essential to establish the highest level of civil-military cooperation as well as maximum interoperability between respective systems. All necessary efforts are required to preserve military interests while strengthening the necessary **Defence/Transport partnership.**

Experience in Europe

This fundamental policy option to arrive at such a real partnership is not a hollow phrase, it is, in Europe, a day-to-day reality – to give but a few examples:

- all EU Member States can be represented by a civilian and a military officer in the EU's Single Sky Committee, which plays a crucial role in the preparation of legislative proposals relating to the development of the Single European Sky;
- because the military authorities have both a regulatory task and an operational responsibility, they are equally included in other bodies working on aspects of SES, as well as in the SESAR Joint Undertaking Administrative Board.

Another example stems from the fact that a dedicated SES Regulation, and its associated European specifications, has been adopted in order to apply all over Europe the concept of Flexible Use of Airspace (FUA) that guarantees civil and military airspace users equal access to the airspace, which is enabled by common management of airspace structures.

What is particularly interesting to see here is that this development has favoured, and is ever more favouring regional civil-military dialogue, but also military-military cooperation across the borders.

Therefore, the Single European Sky already associates the military in all phases of the development of the new European ATM regulatory and technical environment, at the preparatory, consultative and decision-making levels. This constitutes a unique situation within the context of the European Union.

Again, although SES regulations do not cover military operations and training, the effective and efficient association of Defence representatives is **vital** to

ensure the optimum performance of the European network while balancing economic interests and defence requirements. An effective and efficient cooperation between civil and military is also essential to ensure that the future system shall benefit all stakeholders and shall produce tangible results.

Work ahead

Of course, we will need to continue on the way we have chosen.

Innovative solutions shall have to be looked at to allow the military to get maximum benefits from the expected overall improvement of the European network performance. Military shall also have to be closely associated to the definition of interoperable procedures, systems and information exchanges to ensure maximum interoperability and compatibility between civil and military systems. The insertion of **unmanned aircraft system** (UAS) in the Single European Sky shall also require common efforts from both sides to solve this new challenging issue in Europe and to offer a single regulatory solution for the whole region.

We also know that solutions being developed in terms of equipment and standards should increase their operational capability in the future system by providing appropriate interoperability and compatibility between civil and military systems. In that context, the full participation of both the civil aerospace and defence industry in the development and implementation phases is important, as both sides can expect important savings and efficiency gains from such a collaborative approach.

Conclusions

Ladies and gentlemen, we have seen in Europe that establishing a close and trustful relationship between transport and defence authorities is essential in all developments linked to aviation to be successful.

In Europe, the traffic growth and the complexity of the service provision have made it necessary to establish a permanent and structured dialogue between civil and military authorities, at national level but equally at European level. This has learned us to overcome the typical distrust between civil and military airspace users: for the civilians, the military claim too much and too often, and for the military the civilians are only interested in the commercial aspects of aviation.

Of course the European challenges and the European answers are specific to this Region and its particularities.

But we would like to contribute to this Conference by passing the message that this partnership between civil and military authorities is not only necessary and should be common sense. More importantly, we have learned, and are learning every day, that it is highly beneficial for both sides and should be ensured whenever and wherever this is possible.

In our view we see no reason why this synergy should not also be maximised worldwide and in all relevant bodies and organisations.