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Europe seeks global partnerships for ATM modernisation

Montreal, Canada – Europe believes that there is a historic opportunity to integrate and harmonise Europe’s SESAR (the Single European Sky ATM Research Programme) and the US’ NextGen. The call for a stronger cooperation came at the recent ICAO Forum held in Montreal from 8-10 September. The two programmes address the urgent need to modernise two of the world’s busiest air traffic control systems.

The Forum agreed that it is crucial to initiate a process for sharing developments in the SESAR and NextGen systems, identifying both commonalities and differences between the systems and highlighting how the harmonisation and interoperability efforts will benefit the global community. This process should be opened to other countries and regions of the world.

“SESAR is a truly new approach to ATM modernisation, providing guidance and leadership to all ATM-related activities in Europe with a view to achieving global interoperability.” “It will be developed within ICAO’s Operational Concept so that it becomes a true vector for global standardisation,” said Daniel Calleja, Director Air Transport of the European Commission at the Forum.

“This Forum will help us progress together as a global community in developing a global air traffic management system for the future,” said Mr David McMillan, Director General of EUROCONTROL. *“In Europe, EUROCONTROL, the European Commission and the SESAR Joint Undertaking, together with the other European air transport partners, all have a common goal”. “And we are working together with the United States to ensure that our work is compatible.” “But air transport is a global industry and we call on ICAO to ensure that implementation in all its regions is supported.”*

Patrick Ky, the Executive Director of the SESAR Joint Undertaking, highlighted: *“International cooperation is a top priority for SESAR and the SESAR Joint Undertaking, as the managing entity of the Programme’s development phase, is committed to doing all that is necessary in order to coordinate with other regions by bringing together public and private resources across the EU and in third countries.”*

SESAR is a performance-driven programme designed to ensure sustainable air transport system development in Europe. By 2020, the aim is to bring about a threefold increase in capacity, to improve safety by a factor of 10 and to reduce by 10% the environmental impact per flight and cut ATM-related costs by 50%.

SESAR is being managed, during its development phase, by a single entity, the SESAR Joint Undertaking established by the European Union Council. The European Union, represented by the European Commission, and EUROCONTROL are the two founding members of this entity. The European Union offers the legal and institutional framework, while EUROCONTROL provides the best possible ATM expertise and experience and coordinates the implementation of the Programme.

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Note to Editors:

EUROPEAN COMMISSION

The Single European Sky legislation brings competence to air traffic management at the Community level. The European Parliament and Council have adopted the framework regulations establishing the Single Sky. The Community method implies a thorough legislative process, where laws are adopted by qualified majority after appropriate consultation of the stakeholders and impact assessments.

The European Commission drives the process and works closely with the industry through the Industry Consultation body and with social partner organizations in the Social Dialogue Committee.

For the preparation of rules, which all are based on international standards of ICAO, the International Civil Aviation Organization, the Commission relies on different bodies. EASA, the European Aviation Safety Agency, provides advice on safety standards. EUROCONTROL brings technical air traffic management expertise. Standardizing bodies ensure that technical standards are globally interoperable.

EUROCONTROL, the European Organisation for the Safety of Air Navigation, has as its primary objective the development of a seamless, pan-European air traffic management (ATM) system which fully accommodates the growth in air traffic, while maintaining a high level of safety, enhancing cost-efficiency and respecting the environment.

EUROCONTROL has 38 Member States: Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, the Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Luxembourg, the former Yugoslav Republic of Macedonia, Malta, Moldova, Monaco, Montenegro, the Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and the United Kingdom.

On 8 October 2002, the Member States and the European Community signed a Protocol on the Accession of the European Community to the revised EUROCONTROL Convention. Pending its entry into force after ratification by all parties, certain provisions of the Protocol are already being provisionally applied.

SESAR JOINT UNDERTAKING

SESAR is the European air traffic control infrastructure modernisation programme. SESAR aims at developing the new generation air traffic management system capable of ensuring the safety and fluidity of air transport worldwide over the next 30 years.

In order to properly manage the development phase of this huge and ambitious project, a legal entity was created, under European Community law, on 27th of February 2007: The SESAR Joint Undertaking. The SESAR Joint Undertaking has 2 founding members: The European Union, represented by the European Commission, and EUROCONTROL, represented by its Agency. Membership is also open to any other public or private Undertaking. At present, 15 organisations have applied for membership within the SESAR JU.



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