

## **IFATCA November 2020 position on SES II+**

Considering the publication of the revised legislative SES package, known as SES 2+, on 22nd of September 2020, the upcoming Committee of Transport and Tourism first reading at the European Parliament, and in anticipation of the Council of Transport Ministers on Tuesday 8th of December 2020, **IFATCA** submits the following:

The impact of the COVID -19 sanitary crisis on society at large, and aviation in particular, is of an unprecedented dimension. Traffic recovery will depend on the medical progress and it might be a dire and long way to achieve pre-COVID traffic numbers. It is therefore astonishing to note that the proposed legislative package is simply rehashing old recipes, which have in the past completely failed to provide the needed impetus to evolve towards a Single European Sky.

In the view of the professional air traffic controllers / sector, the proposal of the European Commission will create additional burden on the current system and if traffic figures rise again, it will push the sector further down the road of fragmentation and a slowed down reform process. In a situation like the current one, with an operational coherence and efficiency as prime goal, a legislative package using the strength of the current system and provide legislative support to emerge from this latest crisis in a better shape would have provided the needed support to create a competitive and modern European Air Traffic Management infrastructure. Europe deserves better to ensure the stability and resilience of its air transport industry.

**IFATCA** has published the “Single European Sky III - Mission possible” document (2019, pre-COVID crisis), where the Federation provides recommendations to achieve a long term, more efficient, user and passenger friendly Single European Sky.

As the 2020 crisis forces upon the industry a unique pause to establish a solid foundation for aviation, the initial “Single European Sky III - Mission possible” document shall be complimented with a new financing mechanism and an institutional re-organisation.

Europe can only maintain its position as a global actor if it can rely on a robust aviation infrastructure. IFATCA’s vision is designed to meet the following critical objectives:

- Allow for a competitive European Air Traffic Management system (ATM)
- Meet sovereignty concerns
- Ensure growth with coherence
- Reduce costs structurally (per unit controlled)
- Meet sustainable Climate criteria embedded in the Green Deal
- Deliver win-win solutions for all stakeholders

**IFATCA** proposes the following eight recommendations to address the root causes of the SES delay:

1. Create a simplified regulatory framework which intensifies investment in key capacity increasing areas and which includes a flexible pricing structure based on the law of supply and demand.  
To enable this, **IFATCA** promotes the concept of a “hybrid” financing mechanism of ATM to secure the essential services, relying on a pre-paid “network subscription” fee and a new passenger tax dedicated to investments in Green Deal objectives.
2. Modernise the airspace structure, the operational procedures and the separation standards of the European ATM system to increase its capacity without compromising safety and sovereignty concerns.  
**IFATCA** advocates the institutional reorganisation of the Network in key areas.
3. Move away from highly customised and non-interoperable technological solutions and define international standards enabling the creation and use of adaptable “off the shelves” ATM systems and products.  
**IFATCA** therefore promotes the development of a clear prioritisation of deployment based on best practices and commonly agreed standards.
4. Incorporate the airports to the Network Manager function so the management and optimisation of the network is based on a true gate-to-gate approach.  
**IFATCA** therefore promotes the proposed extended Network Manager function responsibilities.
5. Make the Joint Human-Machine System concept the foundation of the future European ATM system.  
**IFATCA** promotes enhanced digitalisation and harmonised modernisation to meet the Human-Machine System concept.
6. Avoid new fragmentation risks with the introduction of Data Service Providers based on market mechanism.  
**IFATCA** therefore promotes the delegation of responsibilities and management to an Integrated international public organisation under States’ responsibilities in order to ensure independent, reliable, secured and efficient data service provision.
7. Avoid that the proposed institutional set-up of an independent economic regulator increases the fragmentation and reduces the independency as the EASA Member States Advisory Body (MAB) will become responsible for the work of it.

**IFATCA** wishes a strong and independent performance regulator, which will as well look into the safety performance.

8. To stimulate a network centric, gate-to-gate efficient performance regulation in the future, IFATCA promotes that the future economic regulator is built around the current EUROCONTROL PRU.

**IFATCA** remains committed to and has been supportive of the Single European Sky since its inception. We strongly believe that the SES is possible. However, the onus is on all the stakeholders to collaborate, leave vested interests aside and find a way forward with a view of what will be gained for all, which avoids the mistakes of the past and addresses the current problems of the ATM system. Only then will the SES become a reality.

**IFATCA** and its professional representatives are always standing by to assist in developing such necessary changes and to be a driving force to defend the implementation of sound solutions: a performant European ATM system for the benefit of all stakeholders, including all ATM professionals.

**IFATCA** remains available to make the Single European Sky a coherent, logical and competitive mission possible.

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*IFATCA is the worldwide organisation representing more than 50,000 air traffic controllers in more than 130 countries, including more than 40 European states. IFATCA's goals are of professional nature, among which are the promotion of safety, efficiency and regularity in international air navigation and the protection and safeguarding of the interests of the air traffic control profession.*

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