



2010.es

DECLARATION OF MADRID

Conclusions of the High Level Conference on the Roadmap towards implementing the Single European Sky

Madrid, 25 and 26 February 2010

The High-Level Conference on the roadmap towards implementing Single European Sky took place at Madrid on 25 and 26 February 2010 and was jointly organised by the Vice-President of the European Commission, Mr Siim Kallas and the Minister of Transport of the Kingdom of Spain, Mr José Blanco López.

The Conference was widely attended by representatives of the Member States of the European Union, third States committed to the single European sky, the institutions of the European Union, the military authorities, the European Civil Aviation Conference, Eurocontrol, the European Aviation Safety Agency, the SESAR Joint Undertaking, the professional staff representative bodies, the European air navigation service providers, the European manufacturing industry, the U.S. Federal Aviation Administration, the airspace user associations, the airports operators, and other representatives of the European aviation community.

The participants in the Conference agreed that delivering the Single European Sky is of utmost importance for the future of European aviation. It aims towards ambitious goals: cutting of the cost of flying by half, decreasing by 10% the environmental impact of flight through better use of airspace completed by a sky decarbonisation programme and enabling a three fold increase of capacity while improving further the already high safety record of the European airspace

Time for reflection is over, we now need to act and deliver a seamless, safe, performing and integrated Single Sky for Europe.

Following the adoption of the second legislative package, 2012 has become the key milestone for the achievement of our truly Single European Sky, in accordance with the ambitious roadmap endorsed during this Conference.

To reach this goal, we must bring to life the five key and interrelated pillars composing this second package within a total system approach.



The participants in the Conference agreed on the urgency of the following actions:

1. Implementing a new regulatory framework

1.1 A performance-based European ATM

Enhanced performance is the keystone of the second SES package and must be achieved by 2012. An ambitious performance scheme, with clear targets on safety, environment including decarbonisation of the sky, capacity and cost-efficiency, together with performance monitoring and incentive mechanisms, shall meet the needs of the airspace users and incentivise air navigation service providers to manage their business within a sound and sustainable financial framework.

An early adoption of the necessary implementing rules (on the Performance scheme and an update of the charging regulation) is necessary before summer 2010, to enable the performance scheme to actually start on 1 January 2012.

Functional airspace blocks (FABs), implemented by 2012, shall contribute to the de-fragmentation of the airspace and generate performance improvements through economies of scale. The FAB coordinator shall play a key role.

The designation of a network manager will ensure coherence and a system-wide approach to the performance scheme.

1.2 A coherent and efficient governance

The European regulatory actors should further enhance their cooperation and establish better connectivity between their actions in order to put in place a sound, efficient and integrated governance for the implementation of the single sky, in line with the roadmap; this effort will involve in particular the European institutions, the national civil and military authorities of the member States, a reformed Eurocontrol and the European Aviation Safety Agency integrating and sharing the available expertise with Eurocontrol.

Continuous consultation of the industry will ensure that the measures required by the single European sky are adopted and delivered in a coherent and synchronised way.

The military dimension is acknowledged as being essential for the success of the single European sky. A strong and permanent military involvement needs to be continued, both to preserve the needs of defence and to contribute to the performance of the network. Such involvement shall be achieved through efficient civil-military cooperation and decision-making at all institutional and technical levels. This is guaranteed by the regulatory framework.



2010.es

Bearing in mind the importance of the network dimension, the participants agreed on the importance of extending the single European sky to neighbouring States of the European Union for the benefit of airspace users, stressing its strong pan-European dimension, in accordance with the ICAO regional approach. This extension shall be achieved through the conclusion of agreements or participation in functional airspace blocks.

2. Building the most advanced technology in Europe through SESAR

SESAR constitutes the technological arm of the single European sky with the ambition of modernising the equipment of the European ATM in a holistic, total system approach, covering all features of R&D in aviation (Clear Sky, bio fuels...). It is equipped with a single architecture, a single Master-Plan and established under a public/private partnership, open to third parties. The implementation of the Single European Sky cannot be achieved without the full, harmonised and synchronised deployment of SESAR. Efforts should contribute to:

- 1) The update of the European ATM Master Plan before end 2010
- 2) The completion of the SESAR development phase at the latest by 2016
- 3) The examination before end 2010 of all possible scenarios to establish an appropriate governance of the SESAR deployment, including a partnership between European institutions and Industry, as well as optimal financing schemes, to secure full access to the European airspace to all categories of users, including possible recourse to public funding resources.
- 4) The interoperability between SESAR and NextGen, through cooperation with the FAA, to ensure the emergence of a single global standard for ATM, in conformity with the ICAO approach.

3. Achieving the highest safety standards

Safety is the overriding objective of the aviation world. The extension of EASA's competences for the safety certification of ATM and airports by 2012 and 2013 will give to a single entity the responsibility of safety in the entire aviation chain.

This evolution shall be complemented by the setting up of the appropriate governance, coordinating the activities and expertise of the EASA and Eurocontrol, and shall ensure the full development of the human factor dimension.



2010.es

4. Integrating the infrastructure in a gate-to-gate approach

As entry and exit points to the network, the airports will contribute to the performance of the network and provide a gate-to-gate dimension to the single European sky.

Participants stressed the need for ground operations and airports in particular to be more closely connected with the ATM network and reiterated the need for airport capacity to remain aligned with ATM capacity so as to preserve the overall efficiency of the aviation network.

Airport operators, airport coordinators and the Airport Observatory are expected to focus their efforts towards supporting this objective and in particular adopt by end 2010 measures for the coordination of ATM and airports slots management.

5. Acknowledging the human factor as the overriding enabler of change

The social partners are a key contributing factor to the achievement of the single European sky and need to be effectively associated. The participants to the Conference acknowledge the necessity to:

- 1) Promote the involvement of staff representatives in the implementation of the Single European Sky at all levels
- 2) Ensure the adequate level of competence and training of the professionals in charge of delivering safety
- 3) Build the performance scheme on a genuine safety culture, integrating effective incident reporting and 'just culture' as the basis for safety performance.