

## Single European Sky

**Geneva, 25 June 2010. In the present European aviation landscape, each of the continent's nation states has its own provider of air navigation services, which is charged, with its own peculiarities, with meeting that country's specific air traffic management needs. The European Commission's "Single European Sky" (SES) programme is intended to consolidate and harmonise this currently-fragmented European air traffic management system, and thereby enhance the efficiency of the system as a whole.**

In 2004, the first Single European Sky (SES) legislation was proposed due to growing **demand for air transport** that was straining the capacity, **fragmentation** of air traffic management hindering optimal capacity and increasing **environmental awareness**. Deployment of joint technical & operational measures were envisaged to achieve a collective management of airspace: establishment of routes regardless of national borders, division of airspace (civ/mil) according to new geopolitical realities.

The **SES I** legislation was adopted in 2004, i.e. air traffic management (ATM) became part of the common transport policy. For Switzerland, its entry into force took place in December 2006 after adoption by the Joint Committee (EU-CH). However, SES I did not deliver expected results in important areas such as, process of integration within FABs due to political and economical obstacles, air traffic control vs. sovereignty and improvement of cost-efficiency.

Therefore, in 2008, as a mean to enhancing the measures proposed through SES I and its four pillars, the **second SES (SES II)** package was developed by the European Commission with the emphasis on :

- (1) **Performance** framework amending the four basic SES regulations with the introduction of : a performance regulation system through the setting of key performance areas and targets, integrated service provision within FAB as a way of reaching these performance targets, a strengthening of network management function [in parallel : review of charging regulation]
- (2) **Safety**: extension of EASA competences to airports and ATM
- (3) **Technologies**: endorsement of the SESAR master plan to speed up technological innovations
- (4) **Airport capacity**: action plan and airport capacity observatory to integrate capacity (ground & air).

Revision of the 4 SES Regulations has been adopted in **March 2009** by the European Parliament, whereas Switzerland should take up the regulation package during 2010.

## The skyguide approach

Considering the SES legislation adopted also to Switzerland, skyguide continuously ensures a strict application of the SES regulations at ANSP level.

- Regarding SES certification: skyguide received an SES ANSP certification, issued by FOCA, by extensively demonstrating its compliance in the area of:
  - Open and transparent provision of services (working methods and operating procedures; technical and operational competence and capability)
  - Safety of services (incl. quality and security management)
  - Human Resources (incl. qualification of technical personnel)
  - Financial resources (incl. liability and insurance cover)
  
- Regarding FABs: skyguide takes an active role in the creation of the FAB Europe Central (FABEC), considered as a highly strategic project for the company. On 18 November 2008, Belgium, France, Germany, Luxembourg, the Netherlands and Switzerland signed a Declaration of Intent to set up this common functional airspace block. In parallel, the 7 Air Navigation Service Providers – including skyguide – signed a cooperation agreement. Based on a Feasibility Study Report which was successfully conducted in July 2008, an implementation project was launched. To support the skyguide engagement, an internal "FABEC Programme" was launched; it ensures an efficient and successful engagement of the company into the developments and implementation phases of FABEC.
  
- Regarding SESAR: skyguide ensures to operate an ATM platform reaching operational improvements identified within SESAR, based on performance-based requirements derived from SESAR and enforced by SES legislation. Following actions are supporting this engagement:
  - Participation in the SESAR Performance Partnership (SPP)
  - Planning and implementation of technical SES legislations in the domain of CNS
  - Use of the ESSIP/LSSIP planning and reporting tool to trace the implementation of SESAR
  - Direct contacts with SESAR Joint Undertaking
  - Participation in the implementation of pilot-projects (CHIPS, FASTI, etc.)

Based on anticipated measures in all ATM technical areas, skyguide is properly positioned to fulfill SES requirements, including both regulatory aspects of the Single European Sky and resulting actions.

## Glossary

CHIPS – CH-wide Implementation Programme for SESAR-oriented objectives

CNS – Communication, Navigation, Surveillance

ESSIP – European Single Sky ImPlementation

FASTI – Eurocontrol First Air Traffic Control (ATC) Support Tools ImPlementation Programme

LSSIP – Local Single Sky ImPlementation

SESAR – Single European Sky ATM Research

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Skyguide is responsible for providing air navigation services within Swiss airspace and in the airspace of certain adjoining regions in neighbouring countries. The company guides the civil and military aircraft entrusted to its care – around 3 150 flights a day or 1.15 million a year – through some of the busiest and most complex airspace in Europe. Skyguide is a non-profit limited company which has its head office in Geneva. The majority of its shares are held by the Swiss Confederation. The company generated annual operating revenue of over CHF 362 million for 2009 and employs some 1 400 people at 14 locations in Switzerland. Skyguide is also a member, together with its sister organisations in Belgium, France, Germany, Luxembourg and the Netherlands, of the FABEC initiative to create a common functional airspace block that will bring greater efficiency to Central Europe's air traffic management services and activities.

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