

FACT SHEET NO.: 4 / 5

PERFORMED BY: PRO

A GENERAL INFORMATION		
A 1	Category	Internal Markets
A 2	Subcategory	Internal Market (intramodal) - air
A 3	Transport policy measure (TPM)	Single European Sky II
A 4	Description of TPM	<p>The Single European Sky (SES) is an initiative to reform the architecture of the European air traffic control to meet future capacity and safety needs. Since the introduction of the Single European Sky (SES I, EC (549/2004)) package in 2004 much has happened, but it has not delivered the expected results, as e.g. the process of integrating functional airspace blocks, regardless of national borders, has been confronted with political and economic hurdles. In addition, the member states have not taken steps towards the necessary cost efficiency which will be intensified by adjusted regulations (charging scheme) [1]</p> <p>During the years of SES I, the ATM (Air Traffic Management) situation has changed - whilst safety and capacity are still major issues, an additional great emphasis has been put on environment and cost efficiency under a less prescriptive approach in the new SES II. [5]</p> <p>A massive increase in demand for air transport is straining the capacity of the aviation infrastructure and the (historical induced) fragmentation of air traffic management hinders the optimal use of capacity. In addition, unused capacities induce unnecessary financial burden for aviation management. Furthermore, safety requirements have to be improved and environmental awareness is putting pressure on aviation and its environmental performance. To tackle these challenges, the Commission elaborated and updated a package of proposals:</p> <ul style="list-style-type: none"> <li>- <b>Performance scheme:</b> Set up by the EC through the adoption of regulation 691/2010 laying down a performance scheme for air navigation services and network functions. [10]</li> <li>- <b>Network management:</b> Route network design, management of scarce resources, traffic flow management and slot coordination &amp; allocation, management of network technologies resulting from SESAR, coordination of technologies &amp; their procurement - Performance regulation / Network management / Technical updates to regulations [4]</li> <li>- <b>Integration of service provision:</b> Support initiatives to set up functional airspace blocks (FAB) by setting firm deadlines (end 2012), extending the scope of lower airspace to the airport, clearing national legal and institutional obstacles [10]</li> <li>- <b>New technologies:</b> Provision and implementation of SESAR (SES ATM Research), implementation of new operational concept</li> <li>- <b>Safety:</b> European Aviation Safety Agency (EASA est.2002): Expand its competence to airports, air traffic management and air navigation services</li> <li>- <b>Managing capacity on airports:</b> Implementation of an action plan for airport capacity, efficiency and safety COM(2006)819 [1]</li> </ul>
A 5	Implementation examples	not yet implemented
A 6	Objectives of TPM	<p>In general: SES II sets the community framework to improve the performance and the sustainability of the European aviation system.</p> <ul style="list-style-type: none"> <li>- Improvement of the air traffic management (ATM): Establish a sustainable aviation (air pollutants, noise emissions) by shortening flight routes and optimizing flight profiles (through reduced fragmentation by establishing functional airspace blocks (FAB)) [1].</li> <li>- Improve the performance of air navigation services (ANS): safety, flight efficiency, capacity/delays, cost efficiency.</li> </ul>
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	no direct change, but potential modal shift of passengers from competing high speed rail services in competition
A 7.2	- Origin and/or destination of trip:	no key change
A 7.3	- Trip frequency:	no key change
A 7.4	- Choice of route:	Significant enhancement by the implementation of 9 functional airspace blocks (FAB)
A 7.5	- Timing (day, hour):	no key change
A 7.6	- Occupancy rate / Loading factor:	no key change
A 7.7	- Energy efficiency / Energy usage:	Significant improvements regarding energy efficiency due to a decrease of energy usage expected
A 8	Main source	[12]

B IMPACTS																																																																																																																																																																																																					
B 1	OVERVIEW ON IMPACTS	<table border="1"> <thead> <tr> <th colspan="13">AFFECTED SEGMENTS</th> <th colspan="2">Geographical level</th> <th colspan="2">Source</th> </tr> <tr> <th colspan="5">Passengers</th> <th colspan="6">Transport operators</th> <th rowspan="2">Employees in transport</th> <th rowspan="2">Residents</th> <th rowspan="2">Economy</th> <th rowspan="2">Public bodies</th> <th rowspan="2">Society</th> <th rowspan="2">1st level</th> <th rowspan="2">2nd level</th> <th rowspan="2">Source of assessment</th> <th rowspan="2">Spatial level of source</th> </tr> <tr> <th>Road</th> <th>Rail</th> <th>Air</th> <th>Public transport</th> <th>Slow modes</th> <th>Road</th> <th>Rail</th> <th>IWW</th> <th>Air</th> <th>Maritime</th> <th>Public transport</th> </tr> </thead> <tbody> <tr> <td>B 1.1</td> <td>Summary</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2"></td> <td colspan="19"> <ul style="list-style-type: none"> <li>- Implementing SES II will have positive impacts on the European aviation market (passengers, operators) and the indirectly affected segments (residents, employees, economy, society, public bodies) mainly resulting in:                             <ul style="list-style-type: none"> <li>- Decreasing transport costs, congestion reduction, vehicle mileage, transport time</li> <li>- Increase of revenues and public/private income</li> <li>- Strengthening the direct and indirect employment sector</li> <li>- Decreasing air pollutants and noise emissions and a positive influence on climate change</li> <li>- Charging scheme adjustments / changes will set incentives for cost efficiency, balance of risk sharing between ANSPs and users positively influencing the public income</li> </ul> </li> </ul> </td> </tr> <tr> <td>B 1.2</td> <td>Summary: Income groups</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B 1.3</td> <td>Summary: Age groups</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B 1.4</td> <td>Summary: Disabled people</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B 1.5</td> <td>Summary: Gender groups</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B 1.6</td> <td>Summary: Ethnic groups</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	AFFECTED SEGMENTS													Geographical level		Source		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	B 1.1	Summary																						<ul style="list-style-type: none"> <li>- Implementing SES II will have positive impacts on the European aviation market (passengers, operators) and the indirectly affected segments (residents, employees, economy, society, public bodies) mainly resulting in:                             <ul style="list-style-type: none"> <li>- Decreasing transport costs, congestion reduction, vehicle mileage, transport time</li> <li>- Increase of revenues and public/private income</li> <li>- Strengthening the direct and indirect employment sector</li> <li>- Decreasing air pollutants and noise emissions and a positive influence on climate change</li> <li>- Charging scheme adjustments / changes will set incentives for cost efficiency, balance of risk sharing between ANSPs and users positively influencing the public income</li> </ul> </li> </ul>																			B 1.2	Summary: Income groups																				B 1.3	Summary: Age groups																				B 1.4	Summary: Disabled people																				B 1.5	Summary: Gender groups																				B 1.6	Summary: Ethnic groups																			
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B 2 TRAFFIC IMPACTS																					
B 2.1	Travel or transport time																				
B 2.2	Risk of congestion																				
B 2.3	Vehicle mileage																				
B 2.4	Service and comfort																				
B 2.I	Overall impacts on social groups																				
B 2.II	Implementation phase																				
B 2.III	Operation phase																				
B 2.IV	Summary / comments concerning the main impacts	<ul style="list-style-type: none"> <li>- Establishing SES II incl. FABs will reduce the number of delays by decreasing the travel time / increase the flight efficiency (lower risk of congestion, decrease of vehicle mileage) for passengers and operators; in addition this increases the service and comfort for aviation passengers in general.</li> <li>- Significant flight efficiency improvements due to the reduction of route extensions (decreasing vehicle mileage) between and within participating countries [6]</li> </ul>																			
B 2.V	Quantification of impacts	<ul style="list-style-type: none"> <li>- FAB: Annual benefits as % of 2006 total economic costs between 2 % and 37 % [6]</li> <li>- Average route extension in Europe is about 50km per flight in Europe [12]</li> <li>- Potential impacts of FABs by improved routing: between FABs 26%, between States 11% , within States 63% [6]</li> </ul>																			



C REFERENCES	
C 1	Other TPMs of this subcategory
C 2	<p><b>References</b></p> <p><b>International</b></p> <p>[1] European Commission (2008): Communication from the Commission - Single European Sky II: towards more sustainable and better performing aviation. COM(2008)389</p> <p>[2] European Commission press release (2010): New Regulation on Single European Sky charging to make flying cheaper and more performing</p> <p>[3] European Commission (2009): II Single European Sky package - Regulation 1070/2009</p> <p>[4] European Commission: Slide presentation SES II - Aviation package</p> <p>[5] European Commission: SES II Information KIT - Fiche I: What it brings to Europe?</p> <p>[6] Eurocontrol / Performance Review Commission (2008): Evaluation of FAB initiatives</p> <p>[7] European Commission: SES II Information KIT - Fiche V: A Safer Sky with EASA</p> <p>[8] European Commission: SES II Information KIT - Fiche VI: Aviation and environment</p> <p>[9] European Commission: SES II Information KIT - Fiche IX: In the context of an economic downturn</p> <p>[10] SkyBrary, available under <a href="http://www.skybrary.aero">http://www.skybrary.aero</a>, initiated by the European Organisation for Safety of Air Navigation - Eurocontrol</p> <p>[11] European Commission (2009): Regulation 1108/2009 amending regulation EC 216/2008 in the field of aerodromes, air traffic management and air navigation services</p> <p>[12] European Commission: Impact assessment; Proposal for a regulation .... Improve the performance and sustainability of the European Aviation system. COM(2008)2093</p> <p><b>National</b></p> <p><b>Regional / Local</b></p>