

Our vision of a Single European Sky

CANSO and its members, the air navigation service providers (ANSPs) from 34 European countries, including 26 EU Member States, are fully committed to making the Single European Sky (SES) vision a reality. CANSO agrees that there is a need to revise the current SES framework to improve the overall efficiency of air traffic management (ATM) so that provision of Air Navigation Services (ANS) can be adapted more quickly and efficiently to traffic developments and new entrants.

The revised framework should therefore:

- have the necessary flexibility to meet different local needs and to confront any future crisis
- ensure the smooth functioning of the European network
- ensure that the management of the network is based on competent and cooperative decision-making by all operational stakeholders (civil and military airspace users, airports and ANSPs)
- adequately address the effects and implications of the major economic and traffic decline caused by the current COVID-19 crisis

CANSO supports the principle that in absence of a market, functions provided under a monopoly must be subject to performance regulation. This regulation should create the necessary incentives for the respective operational stakeholders to achieve their objectives and those of the network. It should be based on respect for local differences rather than a "one-size-fits-all" approach.

The European Commission's legislative proposal

CANSO supports the Commission's stated objectives to accelerate digitalisation and decarbonisation, but the proposal provides few incentives for stakeholders to invest further in these areas – there is no visible link between the proposed institutional arrangements and the drivers of digitalisation and decarbonisation. In some cases, clarification is required, in others we call for a different approach.

The Commission states that the SES2+ text should only provide a legal basis for the development of detailed secondary legislation. However, the proposal is prescriptive and very detailed in some parts instead of being goal-oriented / performance-based. In other parts, it does not provide enough definition and scoping regarding the intended outcome. CANSO therefore calls for more clarity in this regard. CANSO also believes that all detailed implementation rules require input and buy-in from the Member States before adoption.

The Commission's Staff Working Document identifies 6% additional gate-to-gate CO₂ emissions due to the actual trajectory flown being longer than the unimpeded trajectory, while at the same time admitting that there are a number of valid reasons for such variance (weather, operational constraints, AUs' preferences etc.). It is thus unrealistic to expect that the regulation of ANSPs has the potential to bring the environmental benefits envisioned by the Commission.

Remarks on specific provisions

1. Network Manager (NM)

Close cooperation and consultation with operational stakeholders should remain the key principle underpinning the execution of the network functions. The operational stakeholders must have a key role in shaping the activities of the NM.

CANSO does not therefore support transferring decision-making powers to the NM, e.g. regarding airspace, capacity and infrastructure management, or operational decisions through a binding Network Operations Plan. Decision-making must remain with those holding the final accountability and liability, whether that be ANSPs, Member States or airports.

In CANSO's opinion the execution of the network functions also has to respect the separation of regulatory and operational tasks.

2. ATM Data Service Provision

CANSO supports the voluntary nature of the Commission's proposal to decouple ATM data services from air traffic service provision where this would bring cost-efficiency benefits. Yet it is questionable whether the very economically driven approach to the market (unbundling with very invasive economic oversight at EU level, along with the suppression of member States competences) is what the SES really needs at present times.

3. Performance & Charging Scheme

Role of PRB

The Commission proposes a significant strengthening of the role of the PRB in setting en route targets. CANSO prefers an alternative approach built around strengthened National Supervisory Authorities (NSAs) and a collaboration across the network that eliminates the fixed, top-down approach to target setting and performance planning. Local targets need to respond to local customer requirements and address specific local interdependencies.

CANSO also does not support the proposed role of the PRB in:

- establishing unilaterally local performance targets with added emphasis on breakdown values as this would render the process of local target-setting meaningless
- imposing corrective measures directly on ANSPs, which would interfere with Member State accountabilities regarding safety, national security and defence

Terminal target-setting

CANSO has concerns about proposals for EU-wide targets for Terminal Air Navigation Services, as the situation of the many terminal areas in the network is highly diverse, and one-size-fits-all targets would limit the ability of the NSAs to establish targets that accurately reflect local conditions.

Key Performance Area (KPA) interdependencies

CANSO calls for the reform to address the essential topic of interdependencies between the KPAs and Key Performance Indicators (KPIs), i.e. an explicit reference to the need to balance performance targets across the KPAs.

Cost base for charges

The charging scheme should reflect ICAO policies related to costs eligible for financing through air navigation charges and not prohibit these financing the market-based procurement of data services.

CANSO does not support placing PRB financing on ANSP cost-bases, which would lead to increased regulatory costs for ANSPs and ultimately to higher costs for airspace users and the general public.

Our call to EU policymakers

CANSO calls on the European Parliament and the Council to reflect of the identified areas of concern and resolve these issues in order to achieve a legislative outcome that enables ANSPs and all aviation stakeholders to achieve the goals of SES. This should not apply one-size-fits all solutions to the different ANSPs across Europe, and should ensure that the European functions introduced by the legislative framework are fit for purpose and support the ANSPs and the Member States in fulfilling their tasks and obligations.

About CANSO

The Civil Air Navigation Services Organisation (CANSO) is the global voice of air traffic management worldwide. CANSO Members support almost 90 percent of world air traffic. Members share information and develop new policies, with the ultimate aim of improving air navigation services on the ground and in the air. CANSO represents its Members' views in major regulatory and industry forums, including at ICAO, where it has official Observer status. CANSO has an extensive network of Associate Members drawn from across the aviation industry. For more, visit [canso.org](https://www.canso.org).