

Conclusions of the conference

Director General Mr. Ruete

Ladies and Gentlemen,

This has been a long and busy day, with a full agenda and lots of interesting presentations.

This conference, now being the 3rd Aviation Conference after Edinburgh in 2005 and Brussels in 2006, has again indicated how important it is to establish a **frank and open dialogue** with all relevant stakeholders in the European aviation system.

We all know that the European air transport sector will be confronted with significant challenges in the future ranging from already known areas like capacity, safety, security and efficiency to new dimensions like economics and environment.

During the day, you have heard from different stakeholders different approaches to solve the issue, but I would now **like to summarize what I see at this stage as the common ground** emerging from the various interventions during this conference:

- . The **conclusion** from the **High Level Group** and their focus on the aspects of enhanced Governance and Performance are **supported** by a vast majority of stakeholders.
- . There is an agreement for the EU vision, as aviation has a key role to play in achieving the objectives of the **Lisbon** agenda, in terms of reducing the internal and external costs of mobility within Europe and between Europe and the rest of the world.

- . **The Community method has been confirmed as the most effective tool to use.** It can not only provide better regulation, but also assures close co-operation between all relevant stakeholders (Community, Member States, Military Community, Industry, the social partners and even non-EU member States within the pan-European dimension) and of course building on the unique expertise of Eurocontrol in ATM matters.
- . The EC has to drive the change process, as the current challenges can only be overcome if the **regulatory structures**, the performance framework and the timely introduction are addressed and handled at Community level.
- . There is a **sense of urgency** as Europe is clearly paying the cost of fragmentation (€ 3 bn per year due to inefficiencies and external environmental costs of the current system). Additionally, aviation in **Europe faces growing competition from other parts of the world** for the market in Europe and the global aviation market. This emphasises the importance of finding cost-effective solutions.
- . **Performance** is the key to the future and requires the implementation of economic regulation. If the required improvements in safety, efficiency, capacity and cost effectiveness shall be achieved, **it will be absolutely necessary to introduce a performance driven approach** with the appropriate incentives and disincentives to drive the change process.
- . Europe has to assure highest **safety** standards and Safety has to be continuously improved with increasing traffic levels in the aviation system.
- . The **environmental aspects** need to be incorporated into the whole aviation system. Europe has to play a leading role in balancing the economic, environmental, safety and social impacts, without compromising competitiveness and sustainable development of this system. Environment needs a

comprehensive approach entailing technologies (Clean Sky, SESAR), operational measures, Single European Sky and market-based measures (ETS).

- . In aviation, we should also **look beyond the EU-27** and embrace a wider European Common Aviation Area approach. This pan-European dimension can be of greater significance and would be of more assistance in the goal of global interoperability (e.g. with SESAR/NextGen). The Single European Sky is open to non-EU countries who conclude aviation agreements with the EU. This should be done by 2010!
- . The consideration of the **social dimension** in these developments is essential and must be linked with the objectives of the Lisbon Agenda. The European aviation system is, and also has to be in the future, an important enabler of economic growth, technological innovation and a significant source of employment and jobs. The increase of traffic should also lead to more jobs in the entire economic sector.
- . **Functional Airspace Blocks (FABs)** are a key element of the Single European Sky. They are essential in reducing fragmentation and in increasing the overall system efficiency. FABs have to be implemented according to European network needs and beyond a purely national approach. **Member States should politically commit themselves to the creation of FABs in 2010, with an implementation by 2012.**
- . The '**capacity crunch**' must also be addressed through technological innovation from the SESAR programme, closely coupled with measures to improve airport capacity. Airport Capacity will require in the future the implementation of essential measures, like the creation of an Observatory of capacity at EU level to reconcile growth and environment. The implementation of SESAR is a necessity, as new technologies must be implemented to ensure that the European aviation system will be safe, competitive and environmentally responsible.

- . The EC should be encouraged to act quickly and draw up the **SES II package** including performance targets at European level, the creation of a European network manager, accelerating FABs and establishing a truly performance review mechanism (in consensus with Member States and all relevant stakeholders) by streamline and simplification of governance elements:
 - » **Reform of Eurocontrol**
 - » **EASA as the European safety entity**
 - » **Partnership with the network of National Supervisory Authorities (NSAs)**

The successful way forward can only be achieved with appropriate **involvement of Industry, the Member States, the military, third countries and the social partners**, through a better use of the existing Community mechanisms. Today you have indicated your interest and expressed your commitment to actively participate in this work and I am very thankful for that. I do also appreciate all the concrete contributions, comments and views you have provided during this consultation day, as they will give us the necessary guidance.

I believe we have a **unique chance to focus on the essential changes** to the European aviation system so that we can put forward the necessary legislative proposals between now and the end of this Commission term.

We have started the EU Single Aviation Market in 1992 and we are now looking forward to achieve a real Single European Sky in 2012, not only to complete the process, but mainly in order to ensure that Europe is able to maintain its competitive position in the global aviation market in the most safe, efficient and sustainable manner.

Final personal conclusion: I think we should institutionalize this conference as a key yearly event to steer this process.

Thank you all for coming and I wish you a good trip home