



POLSKA AGENCJA ŻEGLUGI POWIETRZNEJ POLISH AIR NAVIGATION SERVICES AGENCY

Polish Air Navigation Services Agency (PANSa) position paper on the TEN-T Green Paper

Taking into account the growing socio-economic importance of the air transport in Europe, its development should be balanced with safety or flight efficiency objectives of the air traffic management (ATM) industry. Since the ATM network together with the related necessary CNS infrastructure enables the operation of the air transport, its role should be reflected in the TEN-T guidelines in appropriate way.

Modernization of operation and technical capabilities of the European ATM is going to be supported through the SESAR programme. The ANSPs are among the most important SESAR drivers by running a number of costly investment processes in order to achieve the requested operational efficiency determining the Single European Sky (SES) development. Despite the temporary economic downturn, the air traffic will recover in the long-term and the whole ATM industry should be capable to overcome all existing bottlenecks and to respond to prospective challenges alongside with various Stakeholders. Generating a system-wide benefits through a truly co-ordinated 'gate-to-gate' approach should reflect a networked air transport perspective. Therefore, we recognize the need to periodically review the list of the TEN-T airports (e.g. on the three-year basis) and to consider the socio-economic role of smaller, regional airports in the whole TEN-T network. Above all, the interoperable (civil-military) airports should be taken into account in the light of the SES development in the area of the civil-military co-operation.

Moreover, the SES II (Art. 15a, Service Provision Regulation) foresees a new concept concerning 'Common projects' supporting the SES objectives to improve the performance of the European aviation system in key areas such as capacity, flight and cost efficiency as well as environmental sustainability, within the overriding safety objectives. Such common projects could be considered eligible for funding support *via* European funds within the multiannual financial framework.

The TTE Council in its March 2009 Resolution invited the European Commission to present before the end of 2010 precise proposals after due consultation with the Single Sky Committee for the preparation and transition to the SESAR deployment phase emphasising its governance and its adequate and, if appropriate, for some Stakeholders, innovative funding mechanisms. Therefore, the TEN-T guidelines could provide the necessary support in that respect and the TEN-T funding might support the overall performance improvement of the European ATM, especially in terms of reaching the Community-wide performance while at the same time taking into account the regional approach within the process of Functional Airspace Blocks' establishment.

Eventually, the TEN-T guidelines should take into account the neighbourhood of non-EU countries as one of the elements of the Single European Sky external dimension in order to support the European Commission in progressing with the creation of the interoperable Common Aviation Area.

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