



CANSO position on TEN-T Green paper

CANSO European Regional Office 30.04.2009



canso

civil air navigation services organisation

CANSO European Regional Office

Tervuursesteenweg 303, 1820 Steenokkerzeel, Belgium.

Tel: +32 (0)2 201 0911 Fax: +32 (0)2 203 8916 email: canso@skynet.be

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CANSO is strongly supporting that the future guidelines of TEN-T include air transport, and specifically air traffic management, in a more important way.

Air transport is vital to a strong Europe

Air transport is a key enabler to achieving important policy goals in Europe. It helps facilitate mobility both within Europe and with the rest of the world as well as bringing significant societal benefits. Air transport is also an important enabler of economic growth and a significant generator of jobs and technological innovation, helping Europe work towards the Lisbon goals.

Air traffic management is a fundamental part for air transport

The European Air Traffic Management network and its related infrastructure underpins and enables the operation and development of the air transport sector. The network consists of a number of systems operated by a number of actors such as, but not exclusively, airlines, Air Navigation Service Providers (ANSPs), airports, military, business aviation and General Aviation.

ATM and ATM performance are fundamental to ensuring the safety and efficiency of the air transport system, while ATM also has a significant impact on environmental outcomes through its ability to enable more direct ('greener') flight trajectories.

The future guidelines for TEN-T should include air traffic management

The justification for the inclusion of air traffic management in future TEN-T funds is following:

1. The European Commission is very much interested that the future TEN-T guidelines support better the European transport policy; this is a positive point for including ATM

2. ATM is a sector where all necessary measures have been agreed for a true European transport policy, such as:
 - SES is a European approach for air traffic management, especially the FABs and the performance scheme
 - It is a European network approach, with strong European wide added value, but implemented regionally in the FABs;
 - The ATM Master Plan up to 2020; this is an innovation since it is an agreed way forward by all aviation partners
 - The societal goals of this transport policy are well defined in this ATM Master Plan
 - The Cost Benefit analysis has also been agreed by all actors, public authorities as well as the industry; European institutions as well as Member States
 - The institutional set up of the SESAR Joint Undertaking is achieved
 - FABs are being implemented and appear as a fundamental cornerstone for SESAR implementation
3. The air navigation service providers are actively participating in the SESAR developments; they agree that the SESAR ATM is the reference for the European infrastructure network. Timely and synchronised implementation of this SESAR ATM Master Plan is essential for obtaining the desired network impact and delivering the expected benefits.

CANSO – The Civil Air Navigation Services Organisation – is the global voice of the companies that provide air traffic control, and represents the interests of Air Navigation Services Providers worldwide. CANSO members are responsible for supporting over 80% of world air traffic, and through our Workgroups, members share information and develop new policies, with the ultimate aim of improving air navigation services on the ground and in the air. CANSO also represents its members' views in major regulatory and industry forums, including at ICAO, where we have official Observer status.

For further information, please contact:

Marie Desseaux - Director European Affairs
CANSO European Regional Office
Tervuursesteenweg 303-1820 Steenokkerzeel- Belgium

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