

## **Industry Consultation Body**

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European Commission  
DG Mobility and Transport (MOVE)  
Brussels  
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### **ICB opinion on forthcoming revision of TEN-T Guidelines**

Dear Mr Sir / Madam,

On 4<sup>th</sup> May 2010, the European Commission launched, for comment, a working document on “Consultation on the future trans-European transport network policy”. This consultation will help to define a view for the forthcoming revision of the TEN-T Guidelines, enhancing the effectiveness of the financial and non-financial instruments for TEN-T implementation.

The Industry Consultation Body (ICB), the European Commission’s industry body on the Single European Sky (SES), welcomes the opportunity to provide its inputs for the revision of the TEN-T Guidelines and to voice the aviation stakeholders’ concerns on the risk to SES implementation, in case the TEN-T policy review would not take into consideration the recently agreed legal framework for the sustainable development of air transport. This legal framework includes, in particular, the Single European Sky legislation updated in 2009 and the European ATM Master Plan adopted by the Council of the European Union in March 2009. From this perspective, the ICB also fully supports the different initiatives taken up both by the SESAR Joint Undertaking and member organisations towards this aim.

It is worth noting that, for the period 2007-2013, aviation’s share of TEN-T funding has accounted for approximately 5% of the total TEN-T budget, but out of this budget the amount allocated to ATM (which is included in the current TEN-T Guidelines) has been negligible, being mostly devoted to the contribution to the SESAR Joint Undertaking (EUR 350 Million). Although this contribution has certainly helped to promote ATM research and development in Europe, it has also meant key deployment programmes have been delayed or even “put on the shelf”, as we have unfortunately experienced over the past 5 years, through lack of funding in adverse economical circumstances (i.e. 10% traffic decreases in 2009).

I therefore urgently request the European Commission to take any initiatives it has at its disposal to favour a TEN-T planning and funding framework in which a prompt, timely and synchronized SES implementation is ensured by the next TEN-T financial period (2014-2020), when SESAR developments will be deployed.

In its report in early 2009, the SESAR Economics Task Force identified adequate and appropriate financial measures considering ATM specific characteristics, through a combination of TEN-T funding together with EIB loans. If such financial measures are not put in place, the full implementation of the European ATM Master Plan (SESAR) will be at stake. The various financial streams should aim to:

- Ensure full economic coverage of the key projects for the core European ATM network/priority projects;
- Limit the financial responsibility of the Member States through introduction of additional financial streams, thus overcoming potential obstacles to the submission of large dimension projects;
- Guarantee suitable conditions for continuity of the projects, including costs during transition phases;
- Allow the coherent management of financing and funding enabling traceability, monitoring and control of all economic instruments related to a single initiative;
- Ensure the implementation of SESAR Development Phase products, including the governance, planning and monitoring functions necessary to ensure coordinated and synchronized deployment;
- Support faster developments of FABs and align them with SES deployment;
- Ensure the viability of SESAR by supporting aircraft operators' technological equipage in the cockpits, a large but essential expense in implementing the ATM Master Plan;
- Continue to promote ATM development initiatives.

I look forward to the European Commission's response to the elements described above, and both myself and the ICB remain available to undertake whatever further initiative in support of the ATM industry in this Community process.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Per Arne Watle', written in a cursive style.

Per Arne Watle  
Chairman,  
Industry Consultation Body